YELLOWHEAD

YELLOWHEAD CORRIDOR AREA STRUCTURE PLAN

BYLAW NO. 7044

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YELLOWHEAD CORRIDOR AREA STRUCTURE PLAN

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CHAPTER ONE

plan boundary

CHAPTER 1 - PLAN BOUNDARY

1.1 BOUNDARY

The boundaries of the Yellowhead Corridor Area Structure Plan are shown on Schedule A, which for the purpose of this Plan, divides the Corridor into eight sub-areas.

More detailed illustration of boundaries is shown on the Schedule C maps.

The Plan area includes only those lands which are directly adjacent to or affected by the Yellowhead Trail, and focuses predominantly on the industrial areas adjacent to the Trail. Most of the adjacent residential areas are buffered from the industrial uses and are therefore not included in this Plan.

231 ST NW

CITY LIMITS

215 ST NW (WINTERBURN ROAD)

199 ST NW (RIVER VALLEY ROAD)

Horseshoe Lake

P.83

1

2

121 A AVE

184 ST

178 ST

170 ST

167 ST

163 ST

156 ST

149 ST

142 ST

118 AVE

3

ST ALBERT TRAIL

132 AVE

127 ST

124 ST

4

MUNICIPAL AIRPORT

107 ST

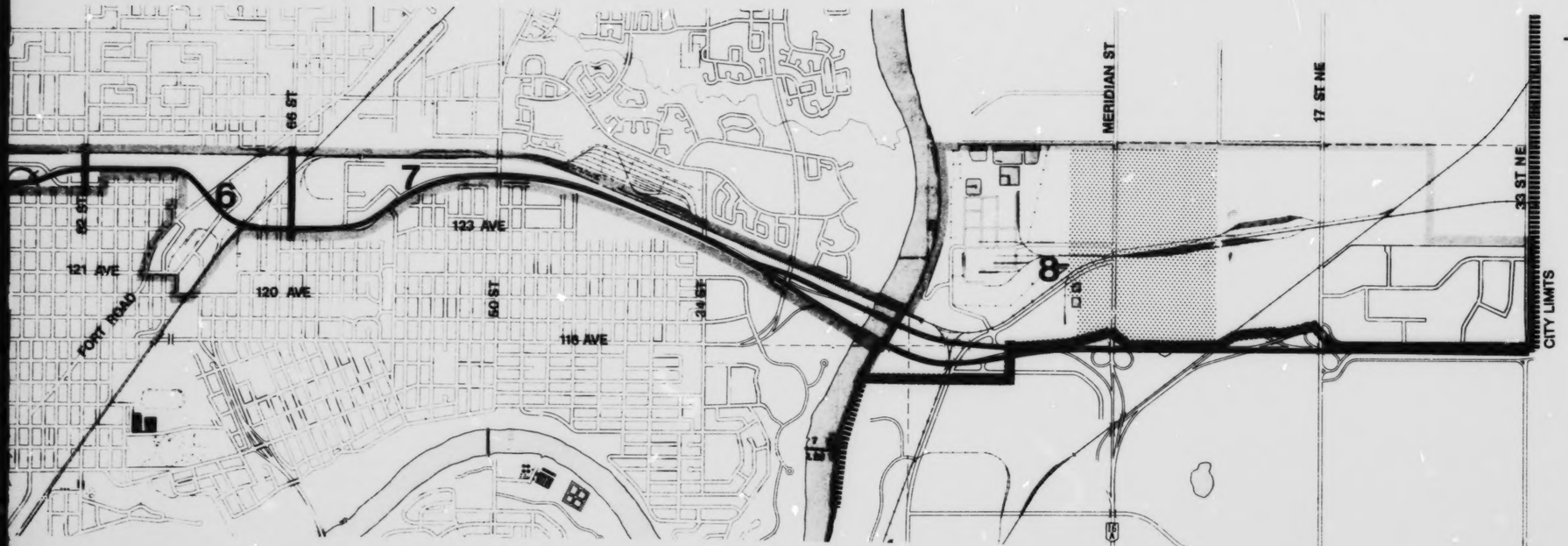
97 ST

127 AVE

5

118 AVE

132 AVE
127 AVE
121 AVE
120 AVE
118 AVE
123 AVE
118 AVE
MUNICIPAL AIRPORT
FORT ROAD
ST ALBERT TRAIL
127 ST
124 ST
107 ST
97 ST
82 ST
66 ST
50 ST
34 ST
MERIDIAN ST
17 ST NE
33 ST NE
CITY LIMITS
1
4
5
6
7
8



STUDY BOUNDARIES

SCHEDULE A

AREA STRUCTURE PLAN BOUNDARY
YELLOWHEAD TRAIL ROADWAY ALIGNMENT
SUB AREA BOUNDARY
RESTRICTED DEVELOPMENT AREA

SCALE 0 1 2 km

THE CITY OF Edmonton PLANNING 1982

CHAPTER TWO

background

CHAPTER 2 - BACKGROUND

2.1 INTRODUCTION

2.1.1 History

In 1977, the Province of Alberta and the City of Edmonton entered into an agreement for cost-sharing the construction of the Yellowhead Trail under Alberta's Urban Transportation Assistance Program entitled "Policy for Major Continuous Corridors Through Cities."

On 1977 07 13, City Council approved the recommendations of the Corridor Impact Study as presented in the report, "Proposed Highway No. 16 Corridor: Fort Road to 178 Street, Volume No. 2, Impact Study." One of the recommendations of the Study was that additional related studies be done to assess the potential impacts of highway construction on existing and future industrial and commercial land uses in the area. Consequently, on 1980 06 24, City Council approved a work program and terms of reference for the Yellowhead Corridor Land Use Study.

On 1981 09 08, the "Yellowhead Corridor Land Use Study - Interim Report" was presented to City Council. Council approved the Report as a basis for the preparation of a land use plan for lands adjacent to the Yellowhead Trail. Shortly after the preparation of this Report, the Province awarded additional lands to the City, and the boundaries of the Land Use Study were extended to include new areas adjacent to the Trail within the new City boundaries. The Plan area reflects this extension.

Through the review of the Interim Report, it was determined that the most appropriate method of implementing the recommendations of the Land Use Study was through the preparation of an Area Structure Plan. An Area Redevelopment Plan was considered as another method of achieving the Land Use Study recommendations but was discarded since much of the land in the Plan is undeveloped.

This Plan provides a framework to review development proposals and serve as a guide to future growth in the Corridor.

The Corridor, which is defined by, and coincidental with the Area Structure Plan boundary, represents an area smaller than the original Land Use Study area. This allows the Plan to focus on the adjacent industrial areas which will be most greatly impacted by improvements to the Yellowhead Trail.

2.1.2 Authorization

Authorization for the preparation of this Area Structure Plan came from two separate Council actions. On 1981 09 08, City Council approved the "Yellowhead Corridor Land Use Study - Interim Report" as a basis for the preparation of a Land Use Plan.

On 1982 02 23, Council approved in principle the "Urban Growth Strategy - Phase I Final Report" which identified annexation areas to be reviewed within the context of the Yellowhead Corridor Land Use Study, and directed that the appropriate land use plans be prepared. On 1982 07 07, Council gave first and second reading to the Report with third reading expected in November of 1982.

2.1.3 Purpose

The purpose of this Area Structure Plan is to provide land use policies and strategies to guide the future development of the industrial areas adjacent to the Yellowhead Trail and to

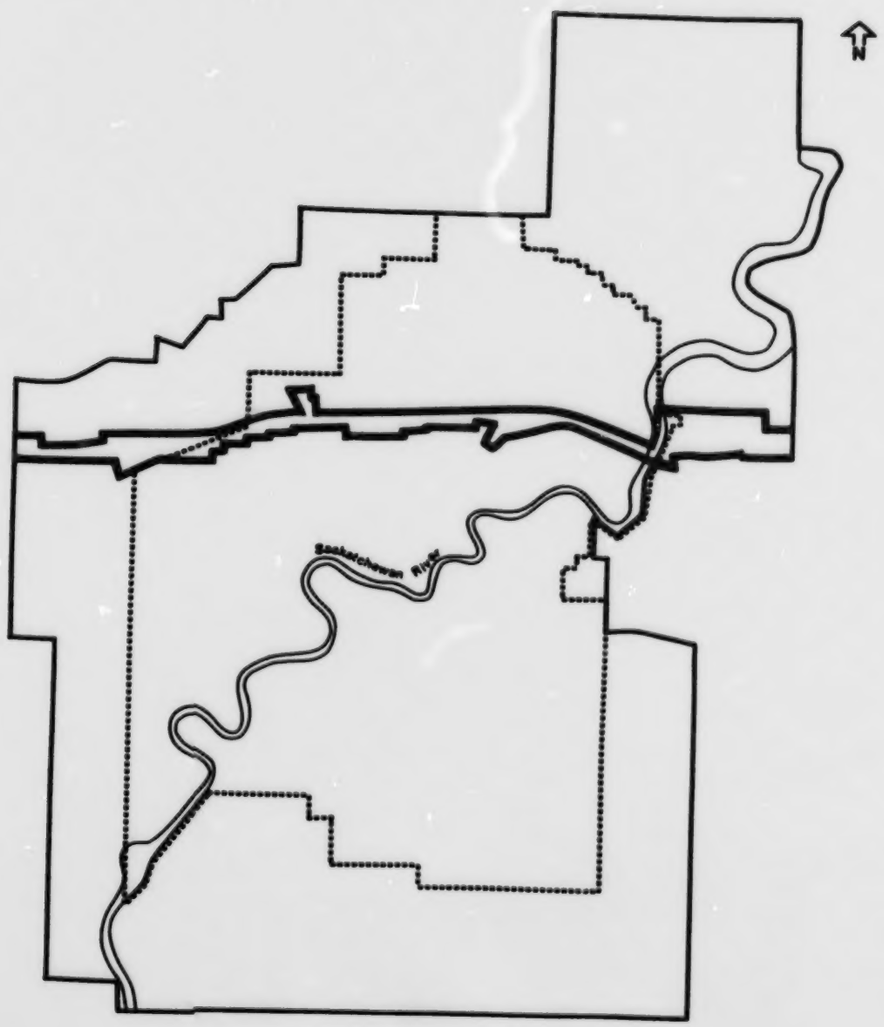


FIGURE 1
YELLOWHEAD CORRIDOR AREA STRUCTURE PLAN CONTEXT MAP

- Area Structure Plan Boundary
- City Boundary
- Old City Boundary

identify opportunities for new industrial and commercial development. The Plan is prepared on behalf of the City of Edmonton with the aim of protecting the operational function of the Trail, revitalizing the existing business industrial areas and improving the aesthetics of the Yellowhead Corridor and City entrances.

2.1.4 Issues

A number of key issues were identified as important considerations in preparing this Plan. Through discussions with business groups, businesses in the Corridor. City and Provincial Government representatives and through an extensive survey of existing land owners in the Plan area, the following issues were identified:

(i) there is overwhelming support to preserve the easy through movement of traffic on the Trail;

(ii) the business community wishes to maintain the industrial character of the land uses adjacent to the Trail;

(iii) there are areas of vacant land adjacent to the Trail which are ideal for the development of high quality industrial uses;

(iv) there are opportunities for the redevelopment of some of the older industrial uses;

(v) there is a lack of facilities for the travelling public; and

(vi) a conscious attempt should be made to improve the appearance of the Corridor and City entrances.

These issues are addressed in the Plan.

2.1.5 Social and Environmental Impacts

A study completed by the City Planning Department in June 1977, entitled "Proposed Highway No. 16 Corridor: Fort Road to 178 Street Functional Planning Study Volume No. 2, Impact Study," identified the social and environmental impacts of the highway's construction on adjacent properties between Fort Road and 142 Street.

Impacts identified included: the effects of property acquisition on communities and on the families to be relocated; air quality as a result of increased traffic volumes; noise levels; reduced access to Yellowhead Trail (formerly 125 Avenue); and the reduction in parkland as a result of right-of-way acquisition.

This Plan addresses the need for noise attenuation along those portions of the Yellowhead Trail adjacent to residential communities in Section 5.2.1, through the "Yellowhead Trail Noise Attenuation Studies." The other impacts have been addressed prior to the preparation of this Plan.

2.2 EXISTING SITUATION

2.2.1 Land Uses

West of 156 Street, the majority of land has not been developed for urban purposes. The land is basically in agricultural use, except for two clusters of country residential and scattered commercial uses. (Refer to Figure 2 - Land Use)

Between 156 Street and 66 Street, businesses are predominantly involved in the movement and storage of goods. A survey conducted by the Planning Department indicated 28.4% of the businesses within the old City boundary's area are involved in warehousing, wholesaling and transportation. Typically, these businesses have large site requirements and few employees. Examples of such businesses are Edmonton

Transfer, Sokil Trucking, Fruehauf Trucking, McDonald's Consolidated and Alberta Grocers. The second major land use is manufacturing plants. These include Northwest Industries, who are involved in aviation manufacturing and repair, and Swifts Meat Packers and Canada Packers, who are involved in food processing. Light industrial uses fill in the remaining areas except for some prominent commercial uses such as the Sands and Bonaventure Hotels, and Sport-Chek.

There is one sizeable pocket of developable land lying between 66 Street and 50 Street. Much of the area is vacant at present with the exception of a service station and trucking firms. The City's Real Estate and Housing Department has recently received approval of a subdivision in this area for the development of medium and light industrial uses which complies with this Plan.

Sub-Area 8, located east of the North Saskatchewan River, is characterized by petrochemical industries, construction and transportation related industries, the CNR Clover Bar Satellite Yard and a number of highway commercial uses. Much of the land has been subdivided but is undeveloped.

The Canadian National Railway and the Edmonton Municipal Airport, two major land users in the Plan area, impact significantly on adjacent businesses. The CNR lands run throughout the Plan area and include the Bissell Yards, the Peace River Division Yards (formerly Northern Alberta Railway Yards), the Calder Yards (the site of CNR's intermodal facilities), and the Clover Bar Satellite Yards located east of the River. The Edmonton Municipal Airport is centrally located and directly affects the land uses adjacent to it. These two users are in part responsible for the original industrial character of the area.

2.2.2 Natural Environment

Land immediately west of 170 Street is relatively level with a slight rise in elevation to the west. Moving to the west City limit, the land is characterized by gently to moderately rolling topography with a general decrease in elevation towards the north. Poor drainage in segments of this area has resulted in intermittent lakes or sloughs and marshy lands. (Refer to Figure 3 - Topographic - Edmonton West)

Between 170 Street and the North Saskatchewan River, the land is almost completely in a developed or developable state. All the land has been graded and is ready for construction once the necessary planning approvals and servicing arrangements are obtained.

Lands to the east of the North Saskatchewan River are also in a developed or developable state. The roadway system is established and much of the land is already subdivided and ready for construction pending any necessary planning approvals and servicing arrangements. (Refer to Figure 4 - Topographic - Edmonton East)

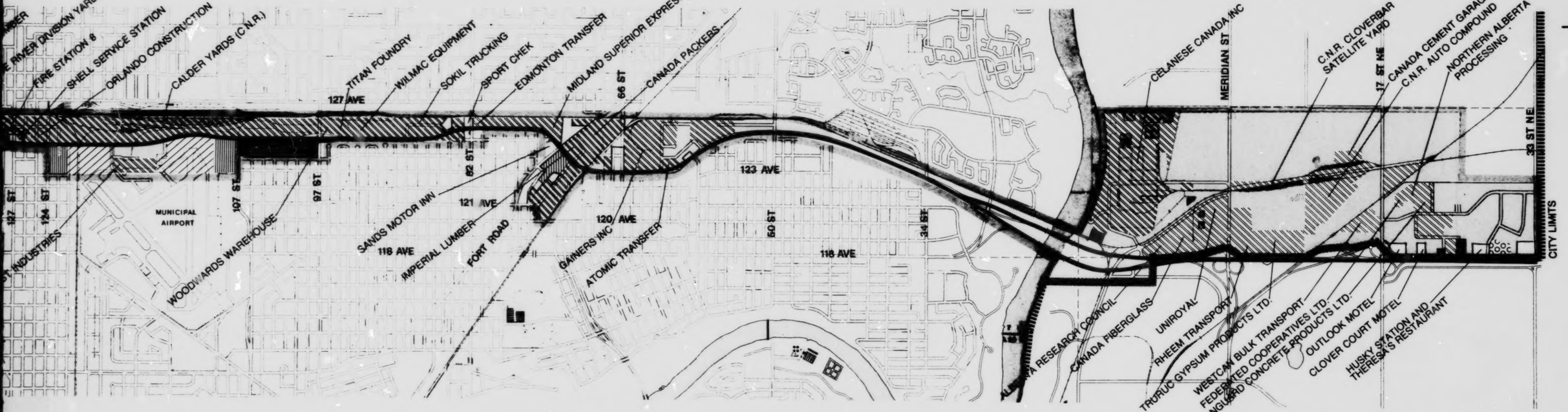
2.2.3 Roadway

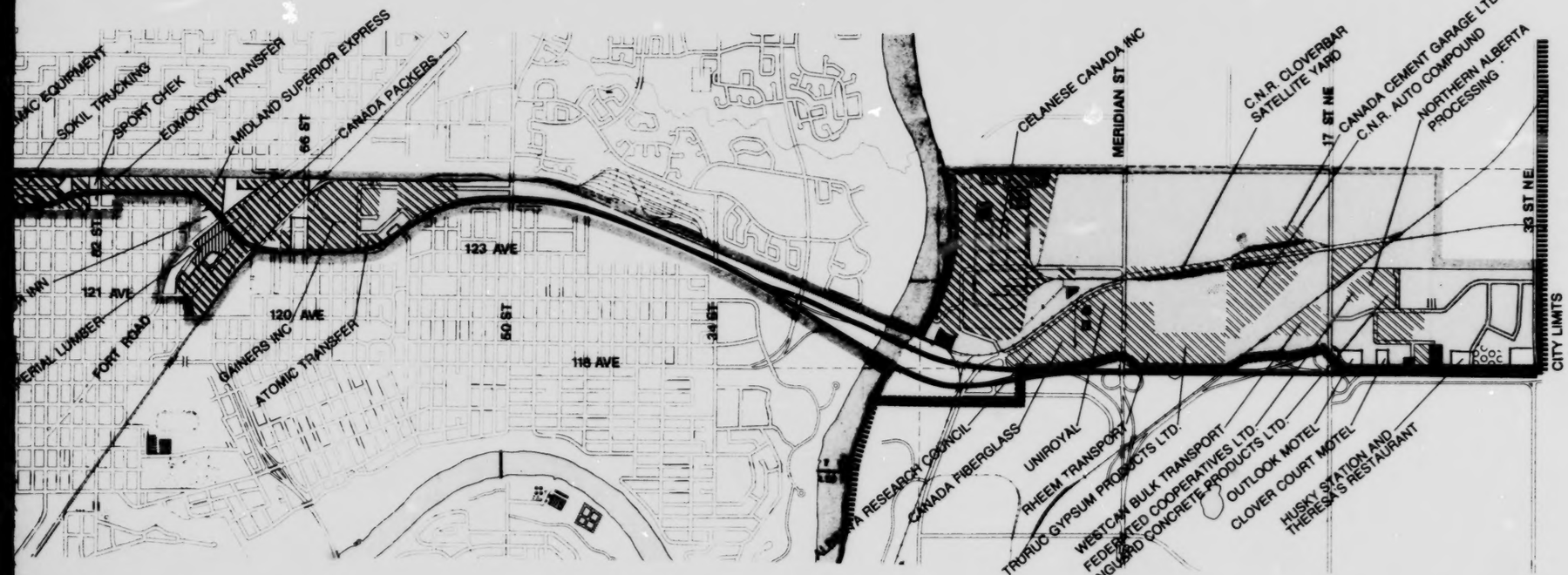
Construction of the Yellowhead Trail is nearing completion. East of Fort Road, the Trail is completed to a four-lane limited access standard. From Fort Road to the west City limit, various segments are complete and others are under construction. By 1984, the Trail will be in full operation as a limited access roadway.

2.2.4 Ownership

Ownership patterns play a significant role in the ultimate development of the Plan area. The Plan aims to reflect the aspirations and future plans of the many land owners in the Corridor. The major land owners, identified in Figure 2 include:

231 ST NW
CITY LIMITS
BIG LAKE ESTATES
215 ST NW
(WINTERBURN ROAD)
ARTISTIC LANDSCAPES LTD.
199 ST NW
(RIVER VALLEY ROAD)
MOONCREST
WESTWAY TOWING
NELSON LUMBER COMPONENT
AND PLANNING PLANT
184 ST
178 ST
BISSEL YARD (C.N.R.)
170 ST
167 ST
163 ST
WESTWAY DISTRIBUTING
156 ST
ALBERTA GROCERS
149 ST
SCOTT NATIONAL
MACDONALDS CONSOLIDATED
142 ST
COMFORCE PRODUCTS LTD.
FRUEHAUF TRUCKING
REGENT DRILLING
NORTHWEST INDUSTRIES
121 A AVE
118 AVE
ST ALBERT TRAIL
127 ST
124 ST
MUNICIPAL
AIRPORT
107 ST
97 ST
WOODWARDS WAREHOUSE
SAWLS MOTOR
118 AVE
TRIMAC TRANSPORTATION
YELLOWHEAD HOTEL
132 AVE
NELSON LUMBER
PEACE RIVER DIVISION YARDS
FIRE STATION 6
SHELL SERVICE STATION
ORLANDO CONSTRUCTION
CALDER YARDS (C.N.R.)
127 AVE
TITAN FOUNDRY


RIVER DIVISION YARDS
FIRE STATION 8
SHELL SERVICE STATION
ORLANDO CONSTRUCTION
CALDER YARDS (C.N.R.)
TITAN FOUNDRY
WILMAC EQUIPMENT
SOKIL TRUCKING
SPORT CHEK
EDMONTON TRANSFER
MIDLAND SUPERIOR EXPRESS
CANADA PACKERS
127 AVE
66 ST
MUNICIPAL AIRPORT
107 ST
97 ST
82 ST
124 ST
127 ST
WOODWARDS WAREHOUSE
SANDS MOTOR INN
121 AVE
IMPERIAL LUMBER
FORT ROAD
120 AVE
GAINERS INC
ATOMIC TRANSFER
118 AVE
123 AVE
50 ST
34 ST
CELANESE CANADA INC
MERIDIAN ST
C.N.R. CLOVERBAR SATELLITE YARD
17 ST NE
CANADA CEMENT GARAGE LTD.
C.N.R. AUTO COMPOUND
NORTHERN ALBERTA PROCESSING
33 ST NE
CITY LIMITS
CANADA RESEARCH COUNCIL
CANADA FIBERGLASS
UNIROYAL
RHEEM TRANSPORT
TRURUC GYPSUM PRODUCTS LTD.
WESTCAN BULK TRANSPORT
FEDERATED COOPERATIVES LTD.
VANGUARD CONCRETE PRODUCTS LTD.
OUTLOOK MOTEL
CLOVER COURT MOTEL
HUSKY STATION AND THERESA'S RESTAURANT
LAND USE
FIGURE 2
ARE
YELL
INDU
COM
RES
URB
PUB
VAC
MUN
FARI
SCALE



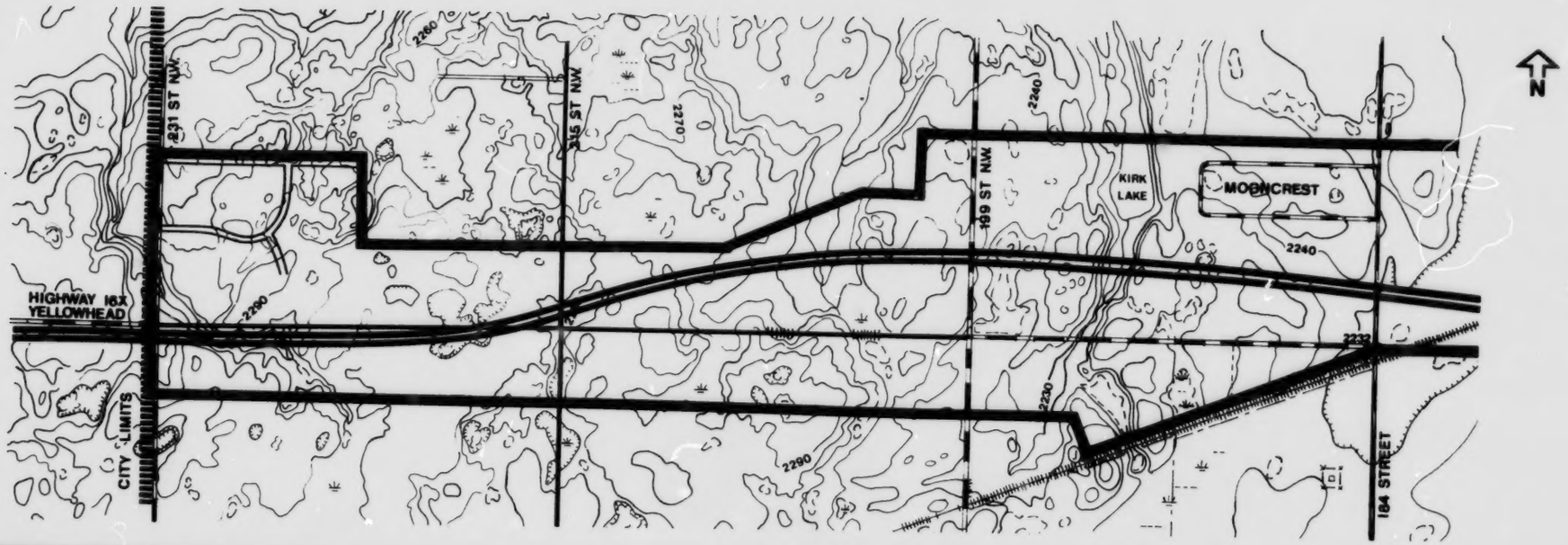
LAND USE

FIGURE 2

- AREA STRUCTURE PLAN BOUNDARY
- YELLOWHEAD TRAIL ROADWAY ALIGNMENT
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL
- URBAN SERVICES
- PUBLIC UTILITIES
- VACANT OR AGRICULTURAL
- MUNICIPAL AIRPORT
- FARMSTEAD

SCALE 0 1 2 km

THE CITY OF Edmonton PLANNING ——— 1982

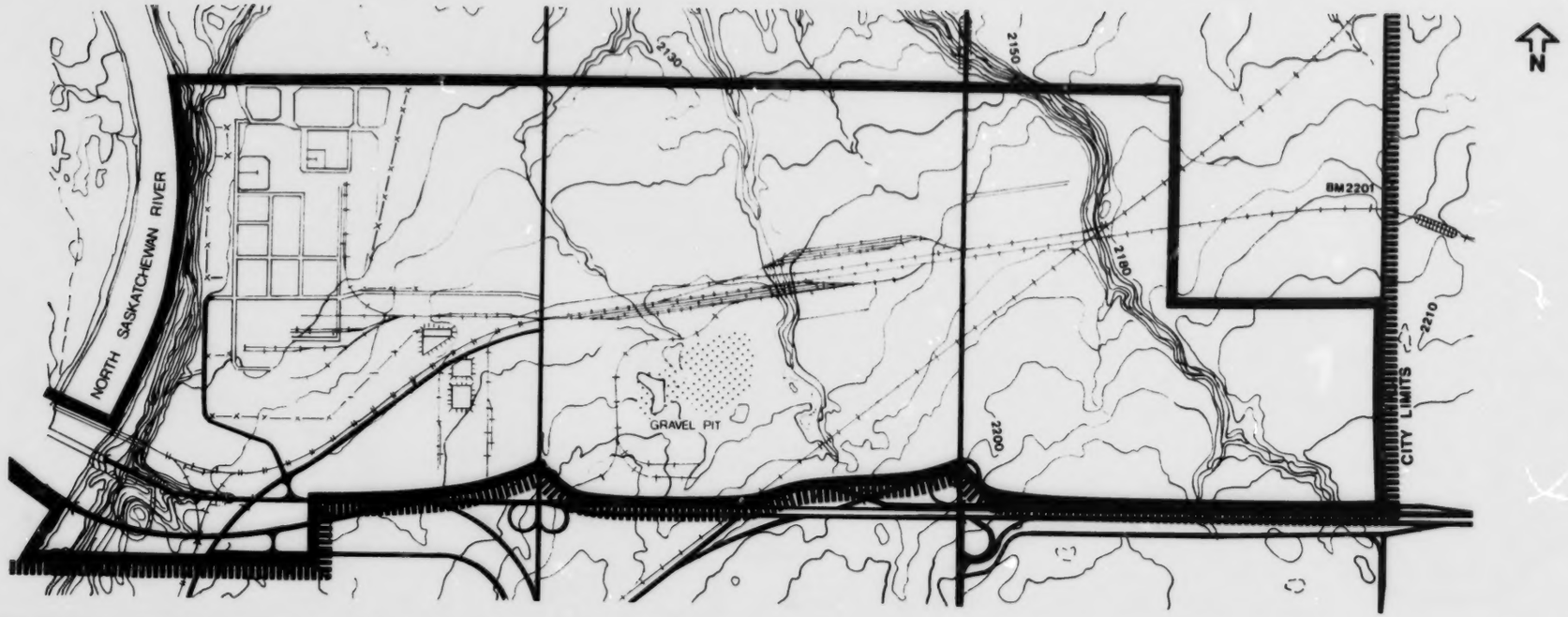


0.2 0.4 0.6 0.8 1.0 km
SCALE

FIGURE 3
TOPOGRAPHIC - EDMONTON WEST

ASP Boundary

Contour approximately 3 metres (10 ft.)



0.2 0.4 0.6 0.8 1.0 km
SCALE

FIGURE 4
TOPOGRAPHIC - EDMONTON EAST

ASP Boundary

Contour approximately 3 metres (10 ft.)

a) Canadian National Railway, which owns the rail right-of-way, three major marshalling yards and the Peace River Division Yards (former Northern Alberta Railway);

b) the City of Edmonton, which owns the Yellowhead Trail right-of-way, works yards in Sub-Areas 4 and 6, the Industrial Heights area (the former Manning Freeway lands) in Sub-Area 7, the Edmonton Municipal Airport, and various parcels of land acquired during the construction of the Trail;

c) the Province of Alberta, which has purchased land in the name of the Crown for the proposed Outer Ring Road;

d) major corporate land owners including Gainers, Canada Packers, Northwest Industries, Sokil Express, Edmonton Transfer, Dominion Construction, Alberta Grocers, Scotts National and Canadian Industries Limited; and

e) the Federal Government at 170 Street.

Within the Plan area there are also a number of smaller land owners whose future plans were also considered in the preparation of this Plan.

2.2.5 Services

Land to the west of 170 Street is not serviced. With the recent annexation, the City is preparing servicing plans which would permit the development of the area.

Between 170 Street and 66 Street, full services are provided. Water and sewer facilities are at or near capacity. Future development and redevelopment must be assessed on an individual basis to determine if any improvements are required. The land owner and/or developer is currently required to make arrangements or pay the costs of providing services to proposed developments.

The City has completed the necessary planning for the provision of services between 66 and 50 Streets.

The Southeast Regional Sewage Transmission Line, constructed by Alberta Environment, has adequate capacity to provide sanitary servicing for the area east of the North Saskatchewan River.

Water is adequately provided in the entire area and storm water drainage flows directly into the North Saskatchewan River. Current services are adequate, but upgrading will be required in some areas.

2.3 LAND USE CONTROLS

2.3.1 Land Use Districts

The Plan area is currently regulated by four Land Use Bylaws. These are:

a) City of Edmonton Land Use Bylaw No. 5996;

b) County of Strathcona Land Use Bylaw No. 44-80;

c) Municipal District of Sturgeon Land Use Bylaw No. 388-81; and

d) County of Parkland Land Use Bylaw No. 19-79.

The City will be redistricting those lands which were located within the County of Strathcona, the Municipal District of Sturgeon, and the County of Parkland prior to annexation, to conform with the City of Edmonton Land Use Bylaw. In the interim, the existing County and Municipal District Bylaws are being used in the review of development applications in those recently annexed areas.

Figure 5 identifies the current Land Use Districts which are described below:

The west portion of the Plan area is designated Direct Control District under the County of Parkland Land Use Bylaw. East of the Restricted Development Area (RDA) and north of the CNR rail line, the land is districted Industrial Commercial.

Between 170 Street and the North Saskatchewan River, the majority of the land is included in the City of Edmonton Land Use Bylaw and is designated Medium Industrial. However, there are portions of Heavy Industrial Districts and scattered commercial Districts throughout which, for the most part, recognize existing uses. Between 160 Street and 149 Street there is a portion of land regulated by the Municipal District of Sturgeon Land Use Bylaw. This land is designated Industrial Commercial.

East of the North Saskatchewan River, the land is designated General Industrial and Heavy Industrial under the County of Strathcona's Land Use Bylaw.

Two special districts affect large areas of land. All railway lands are designated DC4 (Special Public Service District). This District provides direct control to regulate uses of land which are presently governed by superior legislation. If the land use changes or the land is sold, the DC4 District provides an interim control until a more appropriate District is applied. The MA District, applied on the Edmonton Municipal Airport and adjacent lands, allows for the operation of the airport and permits uses which are directly related to its operations. If the privately owned lands are not required for airport operations, some of these lands may be redistricted. This could permit a wider range of development opportunities such as small scale office uses and warehousing uses not related to the operation of the airport.

2.3.2 City of Edmonton General Municipal Plan

The City of Edmonton General Municipal Plan includes a number of policies which are specifically relevant to this Plan. The General Municipal Plan provides the following direction for this Plan:

(i) minimize land use conflicts while maintaining the Corridor as a major transportation facility (Policy 8.D.3);

(ii) identify areas suitable for office and employment nodes outside of Downtown (Objectives 6.A and 6.F);

(iii) identify locations for highway commercial uses (Policy 6.H.1);

(iv) maintain viable industrial areas (Policy 7.B.1);

(v) prohibit intrusion of commercial uses in industrial areas (Objective 7.C);

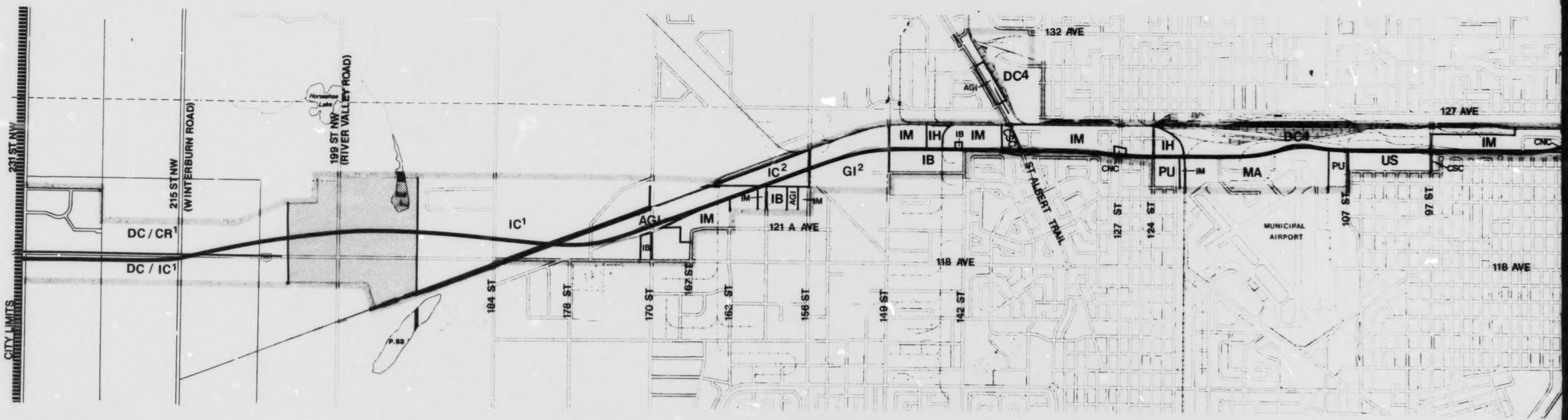
(vi) upgrade the aesthetics of the Corridor by formulating design guidelines (Policy 15.B.3); and

(vii) encourage the development of a thorough sign system (Policy 15.C.10).

The Growth Strategy provides similar direction for recently annexed lands in this Plan.

2.3.3 Airport Protection Overlay

The Airport Protection Overlay within the City of Edmonton's Land Use Bylaw provides for the safe and efficient operation of the airport through the regulation of building heights and land uses. The regulations in the Airport Protection Overlay are applied to the lands described by


231 ST NW
CITY LIMITS
215 ST NW (WINTERBURN ROAD)
199 ST NW (RIVER VALLEY ROAD)
Horseshoe Lake
DC / CR1
DC / IC1
IC1
AGI
IM
IC2
GI2
IB
AGI
121 A AVE
184 ST
178 ST
170 ST
167 ST
162 ST
156 ST
149 ST
142 ST
132 AVE
DC4
AGI
IM
IH
IB
IM
IM
IB
CNC
ST ALBERT TRAIL
127 ST
124 ST
118 AVE
DC4
127 AVE
IH
PU
IM
MA
MUNICIPAL AIRPORT
PU
US
CSC
IM
CNC
107 ST
97 ST
118 AVE

132 AVE

127 AVE

IM

IH

DC4

CNC

PU

IM

MA

PU

US

IM

CNC

CSC

IM

CB2

RA7

CSC

IM

IH

IB

IM

ST ALBERT TRAIL

127 ST

124 ST

MUNICIPAL AIRPORT

107 ST

97 ST

82 ST

RA7

121 AVE

120 AVE

118 AVE

FORT ROAD

66 ST

123 AVE

50 ST

34 ST

118 AVE

MERIDIAN ST

17 ST NE

33 ST NE

CITY LIMITS

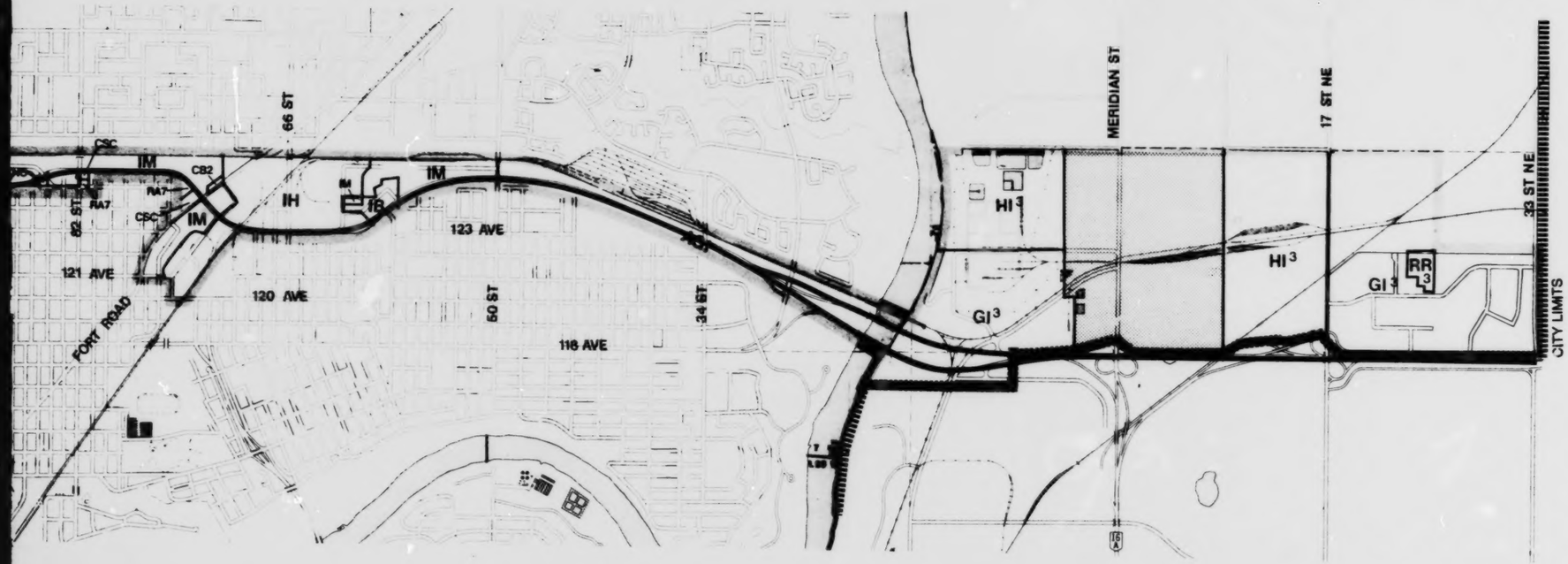
HI 3

HI 3

GI 3

GI 3

RR 3



LAND USE DISTRICTS

FIGURE 5

AREA STRUCTURE PLAN BOUNDARY
YELLOWHEAD TRAIL ROADWAY ALIGNMENT
RESTRICTED DEVELOPMENT AREA

AG1	INDUSTRIAL RESERVE
CB2	GENERAL BUSINESS
CNC	NEIGHBOURHOOD CONVENIENCE
CSC	SHOPPING CENTRE
DC4	SPECIAL PUBLIC SERVICE
IB	INDUSTRIAL BUSINESS
IH	HEAVY INDUSTRIAL
IM	MEDIUM INDUSTRIAL
MA	MUNICIPAL AIRPORT
PU	PUBLIC UTILITIES
RA7	LOW RISE APARTMENT
US	URBAN SERVICE
CR	COUNTRY RESIDENTIAL
IC	INDUSTRIAL COMMERCIAL
DC	DIRECT CONTROL DISTRICT
GI	GENERAL INDUSTRIAL
HI	HEAVY INDUSTRIAL
RR	RURAL RECREATION AND OPEN SPACE

1. COUNTY OF PARKLAND BYLAW 19-79
2. M.D. OF STURGEON BYLAW 388-81
3. COUNTY OF STRATHCONA

0 1 2 km
SCALE

THE CITY OF Edmonton PLANNING 1982

Schedule 810A in the City of Edmonton's Land Use Bylaw No. 5996. These regulations take precedence over the regulations of the Land Use Districts.

2.3.4 Land Use Plan Programs

The Yellowhead Corridor Area Structure Plan abuts a number of Plan areas covered by other plans and planning programs including the Calder Neighbourhood Improvement Program, the proposed Coliseum Station Area Redevelopment Plan, the proposed Montrose/Santa Rosa Area Redevelopment Plan, and the Kennedale Industrial Area Structure Plan. The Plan also abuts the May Park replot and Bergman replot areas. The Yellowhead Corridor Area Structure Plan recognizes the objectives of these Plans and is compatible with them.

2.3.5 Transportation Plan Programs

Within the Yellowhead Corridor Area Structure Plan area there are a number of transportation planning studies under preparation. These include: Yellowhead Trail Noise Attenuation Studies; 82 Street/Yellowhead Tight-Diamond Interchange Functional Plan; and Northeast Corridor - 115 Avenue to 134 Avenue Functional Planning Study.

The Yellowhead Corridor Area Structure Plan recognizes these studies and identifies a Special Study Area in the vicinity of the Northeast Corridor which should be undertaken when roadway plans are more certain. The land use proposals in the Plan will complement the transportation plans and studies under preparation.

2.3.6 Edmonton Regional Plan - Municipal Part

Section 54(2) of the Planning Act requires that all statutory plans conform with the regional plan. In the preparation of the Yellowhead Corridor Area Structure Plan, the need for approximately seven regional plan amendments were identified. All necessary amendments to the regional plan will be enacted prior to the adoption of this Plan by Council in order to satisfy the above Planning Act requirement.

2.3.7 City/Provincial Agreement

The 1977 agreement between the City of Edmonton and the Province of Alberta established the financial arrangements for cost-sharing of the Yellowhead Trail construction.

As part of the agreement, the City will "maintain the facility to a standard commensurate with the operational requirements of the Corridor," and "consult with the Minister of Transportation on any proposed reclassification of the land adjacent to the Corridor and have regard to the Corridor when considering proposed development."

The Plan also includes a portion of the Northwest Industrial Outline Plan area. The land use proposals for the Yellowhead Corridor Area Structure Plan follows the general objectives of the Outline Plan.

2.3.8 Restricted Development Areas (RDA's)

The Department of the Environment Act permits the Lieutenant Governor in Council, upon the recommendation of the Minister of the Environment, to declare lands as Restricted Development Areas (RDA's) and to make regulations for these lands. Within the Yellowhead Corridor there exist two RDA's, one in Sub-Area 1 and the other in Sub-Area 8. Development within these two areas has been restricted in order to protect land for the eventual construction of a Ring Road and utility corridor.

CHAPTER THREE

objectives of plan

CHAPTER 3 - OBJECTIVES OF PLAN

3.1 PURPOSE OF PLAN

The aim of this Area Structure Plan is to guide and direct future growth and change in ways that are compatible with the efficient operation of the Trail and the industrial character of the area. Within this context, the Plan strives to implement the recommendations of the Yellowhead Corridor Land Use Study and the policies of the General Municipal Plan.

The purpose of this Plan is to:

3.1.1 preserve the Yellowhead Trail as a limited access highway (General Municipal Plan Policy 8.D.3, Objective 7.C);

3.1.2 preserve and rejuvenate the industrial character of the Yellowhead Trail Corridor (General Municipal Plan Policy 7.B.1);

3.1.3 identify locations for new industrial and highway related development (General Municipal Plan Objectives 6.A, 6.F, Policy 6.H.1); and

3.1.4 enhance the aesthetics of the Yellowhead Trail Corridor and City entrances (General Municipal Plan Policy 15.B.3).

3.2 OBJECTIVES

3.2.1 Transportation

(i) To maintain the Trail's function of accommodating through City traffic by restricting uses which would generate traffic that may jeopardize this objective.

(ii) To prohibit direct access from individual land parcels to the Yellowhead Trail.

(iii) To encourage the use of rail spur lines by maintaining Land Use Districts which permit rail-related warehousing uses.

(iv) To ensure the safe operation of the Edmonton Municipal Airport by encouraging compatible land uses and building form in its vicinity.

3.2.2 Industrial

(i) To encourage the development of business industrial uses in prominent locations along the Trail.

(ii) To maintain and rejuvenate the medium industrial areas in the Yellowhead Trail Corridor.

(iii) To maintain the existing supply of rail serviced lots.

(iv) To limit the intrusion of commercial uses in the industrial areas of the Corridor.

3.2.3 Commercial

(i) To prohibit the intrusion of scattered commercial development in industrial areas.

(ii) To identify specific areas for services for the travelling public such as hotels, motels, restaurants and service stations at points of high accessibility and visibility.

(iii) To restrict retail facilities and other commercial uses which would generate traffic volumes that would jeopardize the Trail's operational efficiency.

(iv) To maintain existing commercial uses.

3.2.4 Urban Design

(i) To enhance the aesthetics of the Yellowhead Trail Corridor through design guidelines emphasizing the screening of parking, loading and storage areas from highway view.

(ii) To enhance the image of the City entrances through the use of attractive roadway landscaping and the promotion of tourist information services.

(iii) To provide a sign system which is compatible with highway regulations and provides clear direction to major City streets, City facilities and tourist services.

(iv) To preserve and enhance the views to the City centre and major City landmarks.

(v) To identify sites for tourist information facilities.

3.2.5 Residential

(i) To protect the adjacent residential communities by minimizing the effects of the Yellowhead Trail through the construction of berms and/or noise barriers.

(ii) To discourage residential development in industrial areas.

(iii) To encourage the transition of inappropriate existing residential areas to designated uses.

3.2.6 Servicing

(i) To promote the underground location of utility services for new development adjacent to or visible from the Trail.

(ii) To ensure that the storm and sanitary servicing requirements of new developments and redevelopments are designed, operated and maintained such that minimal adverse impacts accrue to the existing storm water management techniques such as roof-top storage, surface ponding, and underground storage with outflow controls.

CHAPTER FOUR

proposed roadway plan

CHAPTER 4 - PROPOSED ROADWAY PLAN

4.1 INTRODUCTION

Schedule B - Yellowhead Trail Roadway Alignment, provides an overview of the roadway plan for the Yellowhead Trail as approved under the "Corridor Implementation Plan, June 1977," as amended. The Yellowhead Trail is scheduled for completion by 1984.

4.2 YELLOWHEAD TRAIL ROADWAY ALIGNMENT

4.2.1 Roadway Plan

Between the eastern City limit and 66 Street, the Trail is constructed as a four-lane divided highway with provisions for six lanes. Two major at grade intersections exist at 50 Street and 66 Street.

From 66 Street to Fort Road, the Trail is constructed as a six-lane divided roadway. There is a railway overpass.

Between Fort Road and 77 Street, the Trail is a five-lane divided roadway and from 77 Street to 89 Street, it is a four-lane undivided roadway.

From 89 Street to 107 Street. the Trail becomes a four-lane divided roadway, widening to a six-lane divided roadway from 107 Street to 151 Street. There are two roadway underpasses in this section of the Trail and major at grade intersections at 127 Street, 142 Street, and 149 Street.

A four-lane divided section of the Trail from 151 Street to 178 Street is scheduled for completion in 1982, with a railway underpass at 163 Street, and a major at grade intersection at 156 Street.

The portion of the Trail between 178 Street and the west City limit will be constructed as a four-lane divided roadway and is scheduled for completion in 1984.

4.2.2 Interchanges

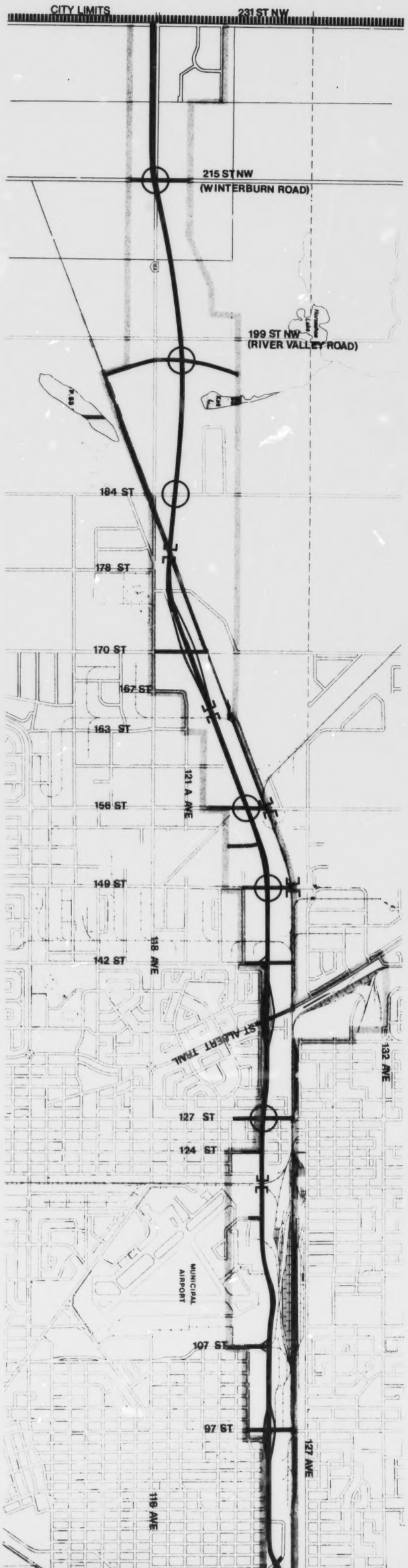
Interchanges will be constructed to provide for the uninterrupted movement of traffic. Interchanges have already been constructed at Meridian Street, 17 Street NE, and Victoria Trail. Interchanges at 97 Street, St. Albert Trail, and 170 Street are scheduled for completion in 1982. Two additional interchanges, for which functional planning studies are currently underway, are under consideration for 82 Street and Capilano Freeway. The following major intersections may some day be grade-separated: 50 Street. 66 Street, 127 Street, 149 Street, 156 Street, 184 Street, the proposed Parkway Ring Road and Winterburn Road.

4.2.3 Access to the Trail

Access to the Yellowhead Trail will be via service or arterial and collector roads. In many areas these roads already exist.

4.2.4 Truck Route

The Yellowhead Trail is currently identified as a Truck Route from the east City limits to 97 Street and from 121 Street to 149 Street. Upon completion of the roadway, the Trail will become a continuous Truck Route.


CITY LIMITS
231 ST NW
215 ST NW
(WINTERBURN ROAD)
199 ST NW
(RIVER VALLEY ROAD)
184 ST
178 ST
170 ST
167 ST
163 ST
121 A AVE
156 ST
149 ST
118 AVE
142 ST
ST ALBERT TRAIL
132 AVE
127 ST
124 ST
MUNICIPAL AIRPORT
107 ST
97 ST
127 AVE
119 AVE

YELLOWHEAD TRAIL RO

SCHEDULE B

AREA STRUCTUR
YELLOWHEAD TR
MAJOR INTERSE
INTERCHANGE
FUNCTIONAL PL
LIGHT RAIL TRAN
RAILWAY GRADE
PROPOSED INTE

127 AVE
123 AVE
121 AVE
120 AVE
118 AVE
118 AVE

107 ST
97 ST
82 ST
66 ST
50 ST
34 ST

MUNICIPAL AIRPORT

FORT ROAD

MERIDIAN ST

17 ST NE

33 ST NE

CITY LIMITS

16A

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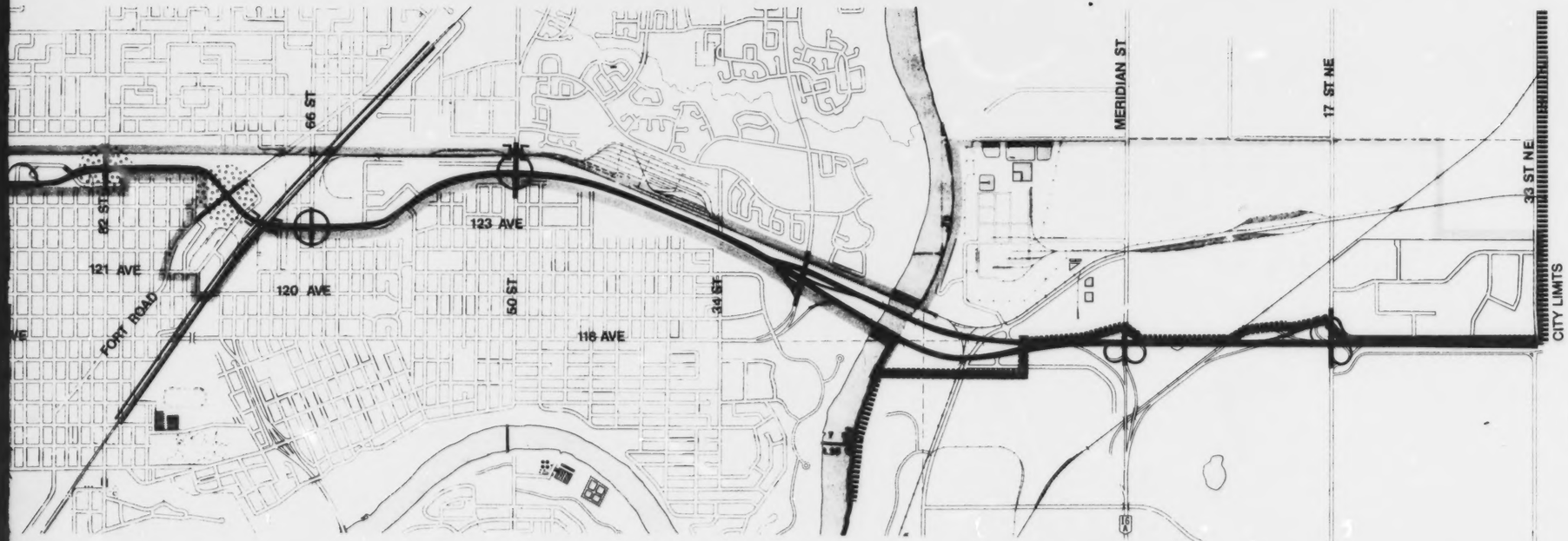
THE CITY OF Edmonton PLAN



YELLOWHEAD TRAIL ROADWAY ALIGNMENT.

SCHEDULE B

AREA STRUCTURE PLAN BOUNDARY
YELLOWHEAD TRAIL ROADWAY ALIGNMENT
MAJOR INTERSECTION
INTERCHANGE
FUNCTIONAL PLANNING STUDY IN PROGRESS
LIGHT RAIL TRANSIT LINE
RAILWAY GRADE SEPARATION
PROPOSED INTERCHANGE

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CHAPTER FIVE

development policies

CHAPTER 5 - DEVELOPMENT POLICIES

5.1 DESIGN POLICIES

In keeping with the Urban Design Objectives in 3.2.4, the following policies are identified:

5.1.1 It is the policy of the Plan that loading and unloading facilities for medium industrial and business industrial uses be located to the rear of buildings or screened from view from the Yellowhead Trail.

5.1.2 It is the policy of the Plan that outdoor service, assembly, trash collection and storage areas, including trucking yards associated with such activities, be located to the rear of buildings or screened from view from the Yellowhead Trail.

5.1.3 It is the policy of the Plan that parking facilities for medium industrial and business industrial uses be located to the rear of buildings or screened from view from the Yellowhead Trail.

These policies are implemented through Sections 69.2-69.4 and 73.2(4) in the Edmonton Land Use Bylaw 5996.

In the Land Uses proposed in this Plan, the term "Prestige" is used to denote business industrial uses incorporating the above design objectives and policies.

5.2 CIVIC DEVELOPMENT POLICIES

5.2.1 Noise Attenuation

(i) It is a policy of the Plan that noise impacts of the Yellowhead Trail on the adjacent residential communities be minimized through the construction of berms and/or noise walls.

5.2.2 Landscaping

It is a policy of the Plan that the City develop attractive landscaping plans for the noise berms and roadway rights-of-ways adjacent to the Yellowhead Trail.

5.2.3 Directional Signs

(i) It is a policy of the Plan that the City identify the major streets intersecting the Yellowhead Trail with overhead street signs.

(ii) It is a policy of the Plan that the City provide directional signs to major City and tourist facilities.

5.2.4 Tourist Information Facilities

It is a policy of the Plan that the City evaluate the potential for upgrading the services provided at the tourist information facilities

5.2.5 Industrial Heights Subdivision

The City will promote the development of the Industrial Heights area. This is City owned land which has recently been subdivided and districted.

5.3 LAND USE POLICIES

5.3.1 Introduction

This section describes the proposed land uses in the eight sub-areas within the Plan.

The uses identified in this Plan are guides for the future development of the area.

Within the Plan, special study areas are identified. Potential uses and study guidelines for these areas are discussed in Chapter 7.

5.3.2 Sub-Area 1 - Edmonton West (Schedule C-1)

5.3.2.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to identify locations for new business industrial uses (Objective 3.2.2(i))
- to identify locations for highway commercial uses (Objective 3.2.3(ii))
- to identify a site for a tourist information facility (Objective 3.2.4(v))
- to enhance the aesthetics of the Corridor through design guidelines (Objective 3.2.4(i))
- to discourage residential uses in industrial areas (Objective 3.2.5(ii)).

5.3.2.2 PROPOSED LAND USES

(i) "Prestige" Business Industrial

Much of the land adjacent to the Yellowhead Trail in this sub-area is proposed for quality industrial, research-oriented, and business and office uses. The area identified for business industrial uses south of the Trail and west of 215 Street NW will be accessed via an internal road system. The business industrial area north of the highway and west of the RDA must be accessed via a service road. These uses will provide a buffer between the roadway and the proposed residential uses immediately north.

(ii) Medium Industrial

Two areas of medium industrial uses are proposed within this sub-area. These lands are removed from the Trail, may have rail access and will be developed with lands outside of this Plan's boundaries.

(iii) Highway Commercial

A highway commercial area is proposed from 184 Street to 215 Street NW, south of the Trail. Uses such as service stations, restaurants, motels, and a tourist information facility will be encouraged in this area. A service road will be required unless the developer can arrange satisfactory access from 118 Avenue.

(iv) Residential

The existing residential area known as Big Lake Estates will be retained. The lots adjacent to the Trail have been designated for "prestige" business industrial uses. Residential uses are also proposed north of the business industrial uses west of the RDA as proposed in the Growth Strategy.

(v) Tourist Information Facility

A location for a City Tourist Information Facility is identified. A specific site will be identified during a future development stage.

5.3.2.3 STAGING OF DEVELOPMENT

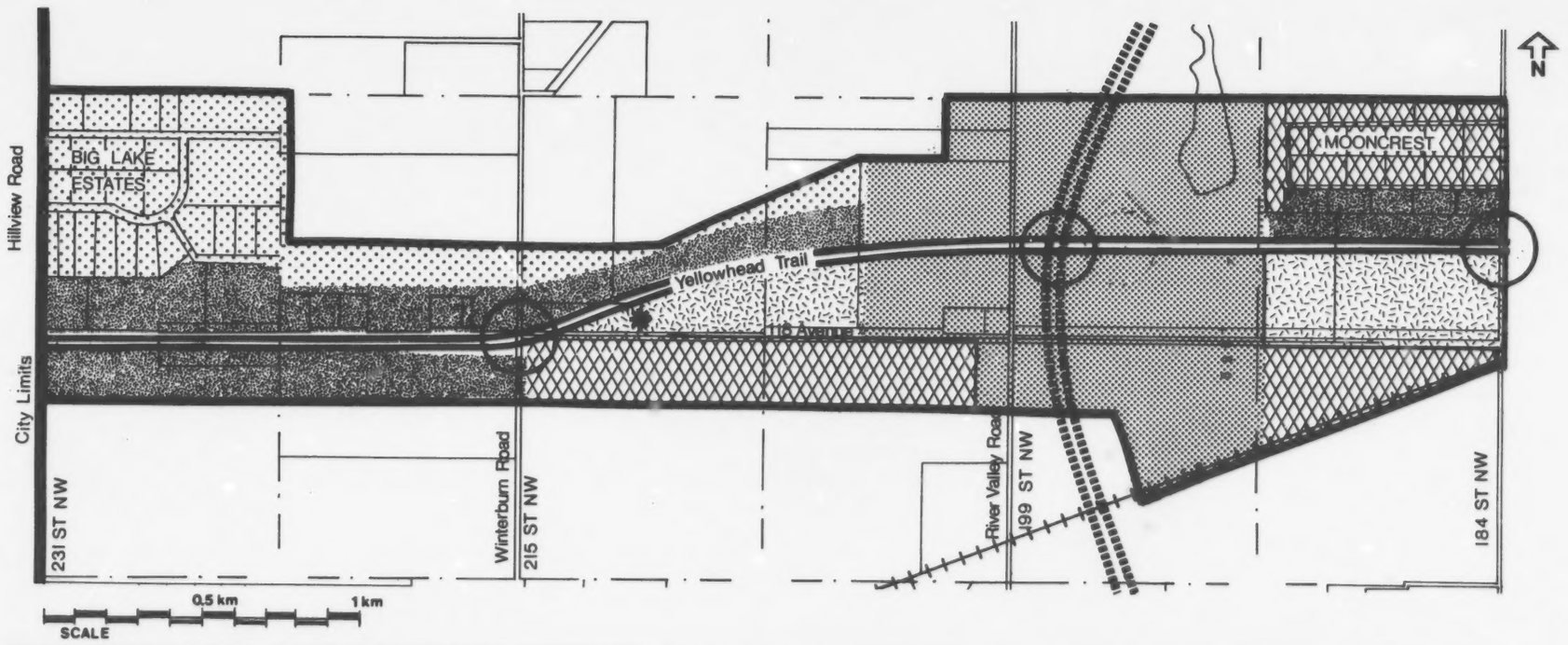
Development in this area will depend on the preparation of adjacent Area Structure Plans. These Area Structure Plans may overlap with this Plan but must incorporate the land use and design policies of this Plan. Areas which will not require further Area Structure Plans include:

(i) Big Lake Estates, and

(ii) the area between the Yellowhead Trail, 118 Avenue and 184 Street.

Also impacting development of this area is the timing for construction of the Parkway Ring Road. When this occurs, surplus RDA land may be released for development. Development of these areas should reflect the adjacent land use proposed by this Plan.

The transition of Mooncrest Subdivision from residential to industrial will be dependent on the servicing of the adjacent industrial area to the north and east.



Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-1
SUB-AREA 1

- Medium Industrial
- "Prestige" Business/Industrial
- Residential
- Highway Commercial
- Proposed Tourist Information Facility
- Proposed Parkway Ring Road
- Proposed Interchange
- Area Structure Plan Boundary
- Restricted Development Area
- Railroad

5.3.3 Sub-Area 2 - Northwest Industrial Area (Schedule C-2)

5.3.3.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to identify locations for new business industrial uses (Objective 3.2.2(i))
- to identify locations for highway commercial uses (Objective 3.2.3(ii))
- to maintain existing supply of rail services lots (Objective 3.2.2(iii))
- to maintain medium industrial uses in the Corridor (Objective 3.2.2(ii)).

5.3.3.2 PROPOSED LAND USES

(i) "Prestige" Business Industrial

The area between 170 Street and 149 Street will be developed as a prestige business area where industrial and small scale business office uses are encouraged. The existing Medium Industrial Districted area could remain but is subject to the design policies of this Plan.

The predominant features of the development of this area include the following:

- industrial and office development will be encouraged; and
- lots adjacent to the Trail will be accessed via internal roads.

Lots adjacent to 149 Street may be considered for "Prestige" Business Industrial uses providing they support the Plan's objectives.

(ii) Medium Industrial

Land not adjacent to or visible from the Trail will be retained for Medium Industrial uses. Business industrial uses may be considered for these areas.

(iii) Highway Commercial

Hotels, motels, service stations and other uses directly related to providing services to the travelling public will be permitted in the areas identified on Schedule C-2 for the Highway Commercial use west of 170 Street. Access will be permitted only from 118 Avenue.

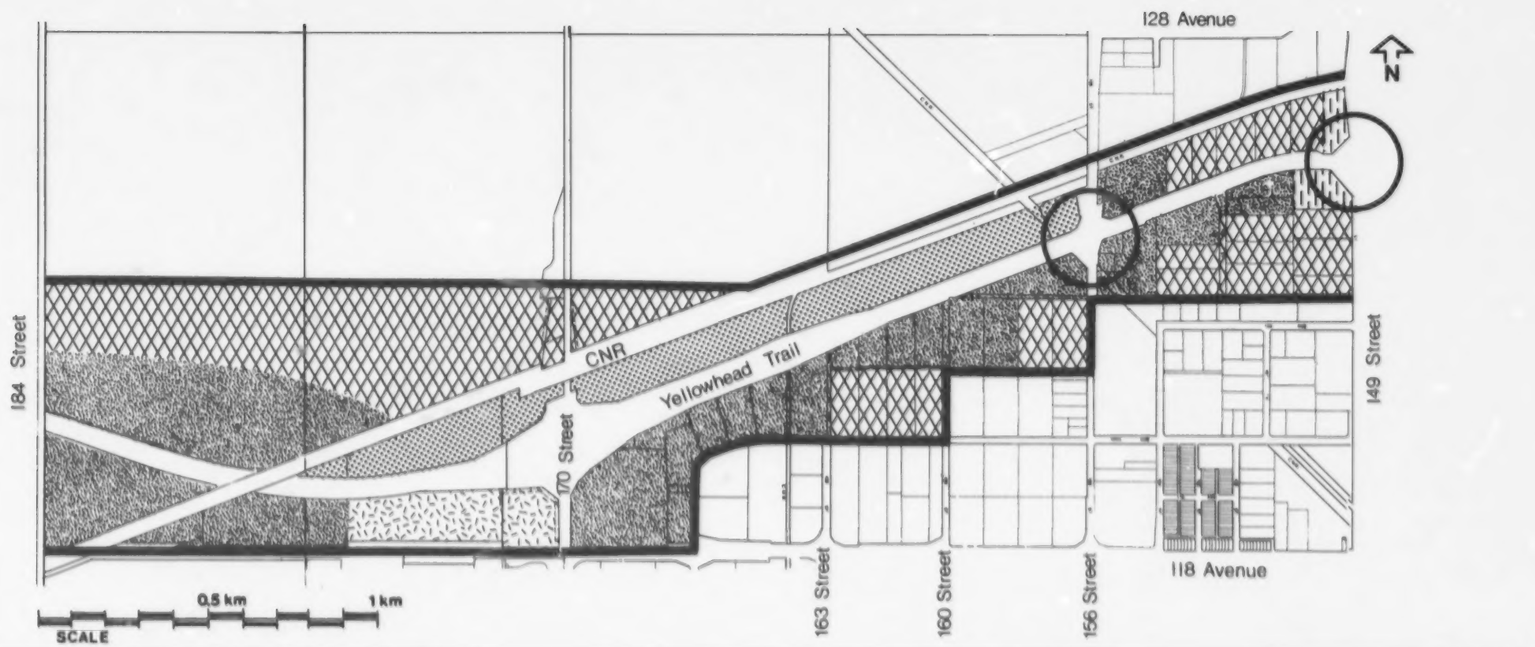
(iv) Commercial

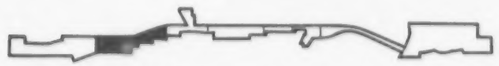
Hotels, motels, service stations, and other retail uses will be permitted in the areas identified on Schedule C-2 at the 149 Street intersection.

5.3.3.3 STAGING OF DEVELOPMENT

The development of this area south of the CNR tracks may proceed at the initiation of the land owner. Redistricting to the appropriate district identified in this Plan may be required. Access to the individual parcel should be resolved prior to development.

The area north of the CNR tracks may not be developed prior to the preparation of the adjacent Area Structure Plan.





Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-2
SUB-AREA 2

- Medium Industrial
- "Prestige" Business/Industrial
- Highway Commercial
- Commercial
- CNR Bissel Yards
- Proposed Interchange
- Area Structure Plan Boundary

5.3.4 Sub-Area 3 - St. Albert Trail (Schedule C-3)

5.3.4.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to limit the intrusion of commercial uses in the industrial area adjacent to the Trail (Objective 3.2.2(iv))
- to maintain the medium industrial uses in the Corridor (Objective 3.2.2(ii))
- to maintain existing commercial uses (Objective 3.2.3(iv))
- to encourage the development of business industrial uses in prominent locations along the Trail (Objective 3.2.2(i)).

5.3.4.2 PROPOSED LAND USES

(i) Medium Industrial

The predominant use in the area is to remain as Medium Industrial. At present, the majority of the existing businesses have extensive investments in their operations and make use of the available rail service. Almost all the land has been subdivided.

(ii) "Prestige" Business Industrial

Business Industrial uses will be permitted northeast of the Yellowhead Trail and St. Albert Trail interchange, and east of the St. Albert Trail north of the CNR tracks.

(iii) Commercial

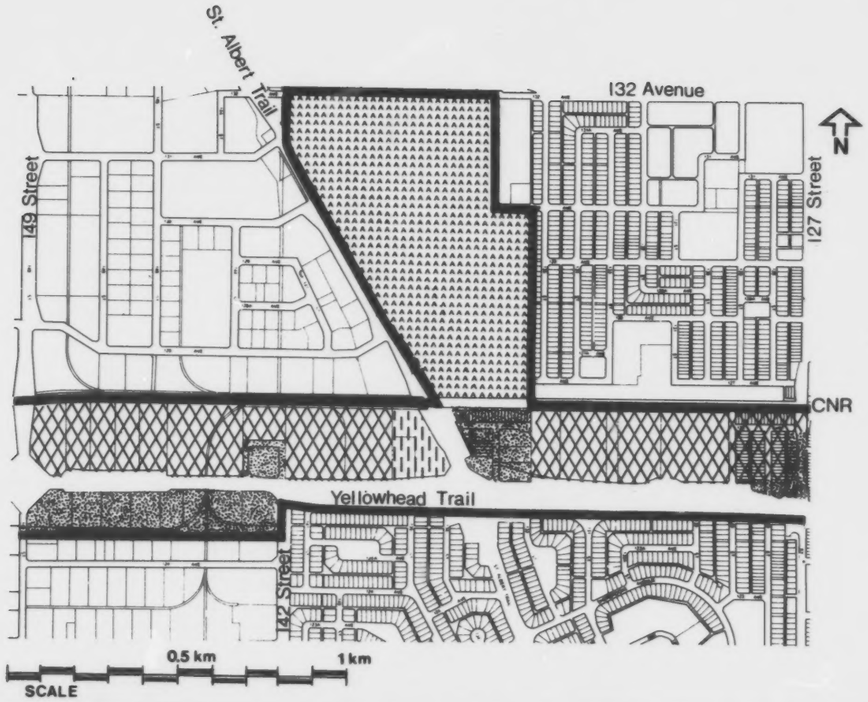
Commercial uses including hotel, retail and office use, similar to existing development, will be permitted at the northwest corner of the Yellowhead Trail and St. Albert Trail interchange. Such development currently exists, therefore no districting change is necessary. Redevelopment, expansion and renovations of the existing uses will be permitted provided the existing Land Use Bylaw regulations are met.

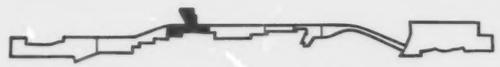
(iv) Special Study Area #1 - (Peace River Division Yards)

The Peace River Division Yards (formerly known as the Northern Alberta Railway Yards) are identified as a Special Study Area and discussed in Chapter 7.

5.3.4.3 STAGING OF DEVELOPMENT

Development will be permitted in this area subject to the appropriate districting and development approvals. Development in the Special Study Area is subject to the completion of the special study by the landowner.





PROPOSED LAND USES
SCHEDULE C-3
SUB-AREA 3

- Medium Industrial
- "Prestige" Business/Industrial
- Commercial
- Special Study Area #1
- Area Structure Plan Boundary

5.3.5 **Sub-Area 4 - Municipal Airport (Schedule C-4)**

5.3.5.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to maintain rail related operations (Objective 3.2.1(iii))
- to encourage compatible land uses in the Airport vicinity (Objective 3.2.2(iv))
- to maintain and rejuvenate medium industrial areas (Objective 3.2.2(ii)).

5.3.5.2 PROPOSED LAND USES

(i) CNR Calder Yards

This area will be retained for the operation of the CNR intermodal facilities.

(ii) Municipal Airport

The lands identified as Municipal Airport on Schedule C-4 shall be retained for uses related to the maintenance and operation of the Municipal Airport. Lands which are privately owned but identified in this area may be considered for business industrial or medium industrial uses providing they are not required for airport operations.

(iii) Beechmount Cemetery

This area will be retained as an Urban Services area.

(iv) "Prestige" Business Industrial

Those industrial parcels between 127 Street and 123 Street north of and adjacent to the Yellowhead Trail and those facing 127 Street are appropriate for Business Industrial uses including light industrial or small scale business office uses.

Light industrial uses and small scale office uses may also be permitted south of and adjacent to the Trail and north of the Northwest Industries' existing building. This area could cater to those businesses which find an airport location advantageous. Access is provided via the existing service road.

(v) Medium Industrial

Medium Industrial uses will be permitted for the remaining area between 127 and 123 Street.

(vi) Public Utility

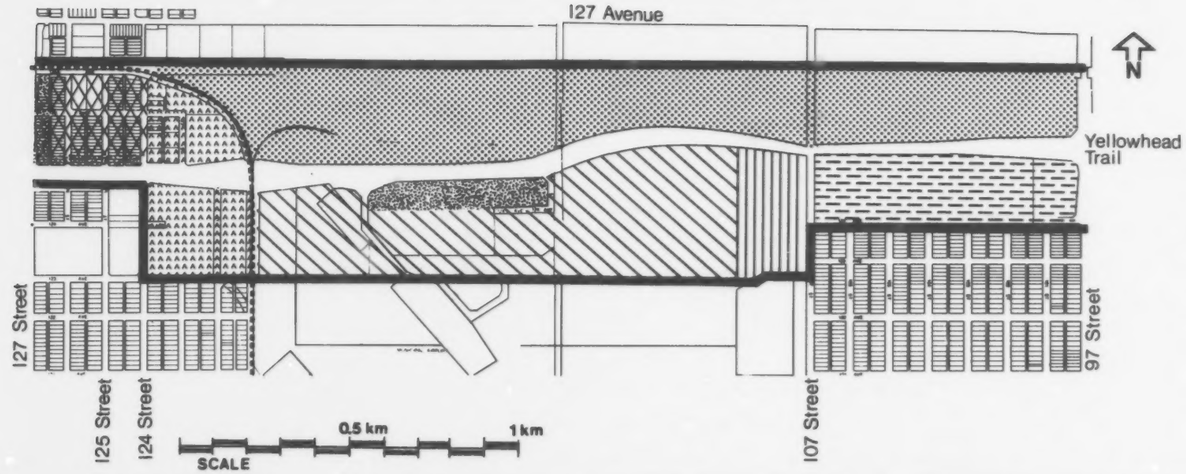
This area will be retained for public utility uses.

(vii) Special Study Area #2 - (Proposed Northwest LRT Corridor)

This Special Study Area recognizes the potential impacts of the Northeast Light Rail Transit Corridor and is further discussed in Chapter 7.

5.3.5.3 STAGING OF DEVELOPMENT

Development in this area is subject to the land owner's initiative. The appropriate redistricting, subdivision and development approvals are required. Development in the Special Study Area is dependent on the timing of the proposed LRT Corridor.



Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-4
SUB-AREA 4

- Medium Industrial
- "Prestige" Business/Industrial
- Public Utility
- Proposed N.W. LRT Line
- Special Study Area #2
- Beechmount Cemetery
- CNR. Calder Yards and Intermodal Facilities
- Municipal Airport
- Area Structure Plan Boundary

5.3.6 Sub-Area 5 - Woodland Industrial Area (Schedule C-5)

5.3.6.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to maintain and rejuvenate the medium industrial areas in the Corridor (Objective 3.2.2(ii))
- to encourage development of business industrial uses (Objective 3.2.2(i))
- to maintain existing commercial uses (Objective 3.2.3(iv)).

5.3.6.2 PROPOSED LAND USES

(i) Medium Industrial

Most land in this sub-area will be retained for Medium Industrial uses in order to take advantage of rail access and highway proximity. Existing service roads will be used for access.

(ii) Commercial

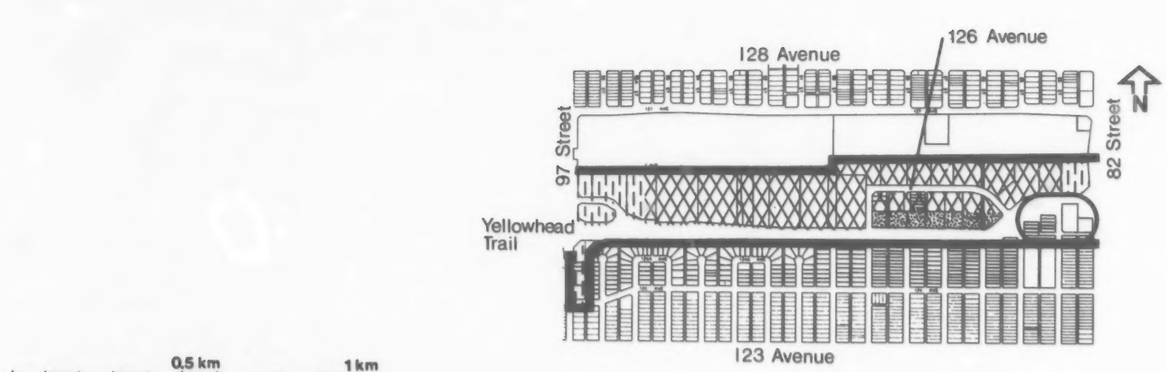
Commercial and retail uses are designated for land at both 97 Street and 82 Street. Uses which are consistent with a general business district are appropriate in these locations. These uses will be impacted by proposed interchanges which may limit their potential for commercial and retail uses.

(iii) "Prestige" Business Industrial

Business office or light industrial uses are proposed between 89 Street and 85 Street of north and adjacent to the Trail and adjacent to 97 Street and 82 Street as identified on Schedule C-5. Existing service roads will be used.

5.3.6.3 STAGING OF DEVELOPMENT

Development in this sub-area is subject to the land owner's initiative. The appropriate redistricting and development approvals are required.



Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-5
SUB-AREA 5

- Medium Industrial
- "Prestige" Business/Industrial
- Commercial
- Proposed Interchange for 82 Street and Yellowhead Trail (Functional Planning Study)
- Area Structure Plan Boundary

5.3.7 Sub-Area 6 - Northeast Corridor (Schedule C-6)

5.3.7.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to encourage the development of business industrial uses in prominent locations (Objective 3.2.2(i))
- to maintain and rejuvenate the medium industrial areas (Objective 3.2.2(ii)).

5.3.7.2 PROPOSED LAND USES

(i) "Prestige" Business Industrial

The area of land between 82 Street and 80 Street is designated for light industrial or office uses. The area between 66 Street and the rail line adjacent to the Trail is also proposed for these uses. Existing access must be used.

(ii) Medium Industrial

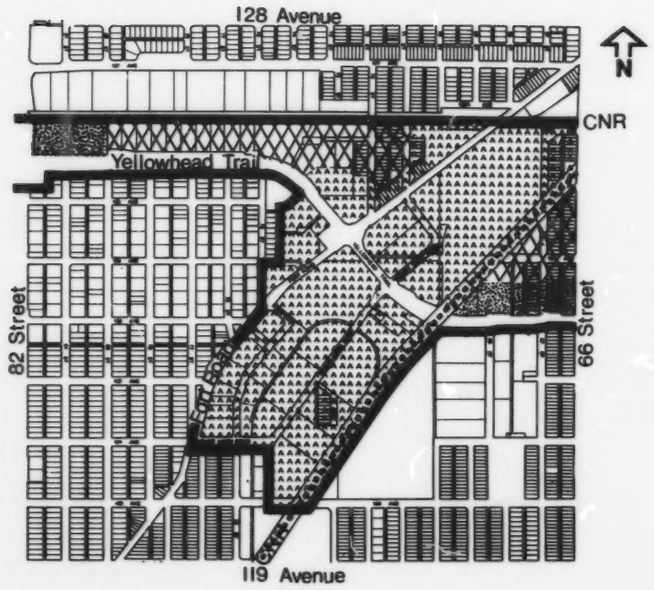
Medium industrial uses will be retained for the areas identified in Figure C-6. Existing access and service roads will be used.

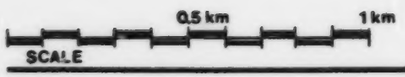
(iii) Special Study Area #3 - (Northeast Corridor)

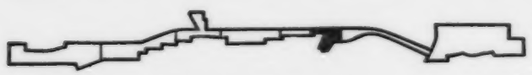
This area is identified as a Special Study Area and is discussed further in Chapter 7.

5.3.7.3 STAGING OF DEVELOPMENT

Development in this sub-area is subject to the land owner's initiative. Development within the identified Special Study Area is subject to the completion of the Northeast Corridor Functional Planning Study and the special study discussion in Chapter 7.







Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-6
SUB-AREA 6

XXXXXXX Medium Industrial

"Prestige" Business/Industrial

Special Study Area #3

Area Structure Plan Boundary

Northeast LRT Line

5.3.8 Sub-Area 7 - Industrial Heights (Schedule C-7)

5.3.8.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following objectives:

- to encourage the development of business industrial uses (Objective 3.2.2(i))
- to encourage the use of rail spurs (Objective 3.2.1(iii)).

5.3.8.2 PROPOSED LAND USES

(i) Heavy Industrial

This area identifies existing Heavy Industrial use. Based on the current investment in present operations, it appears that the use is stable. If, however, this does change, the Plan recognizes that this site has redevelopment potential and an amendment to the Plan would be required.

(ii) "Prestige" Business Industrial

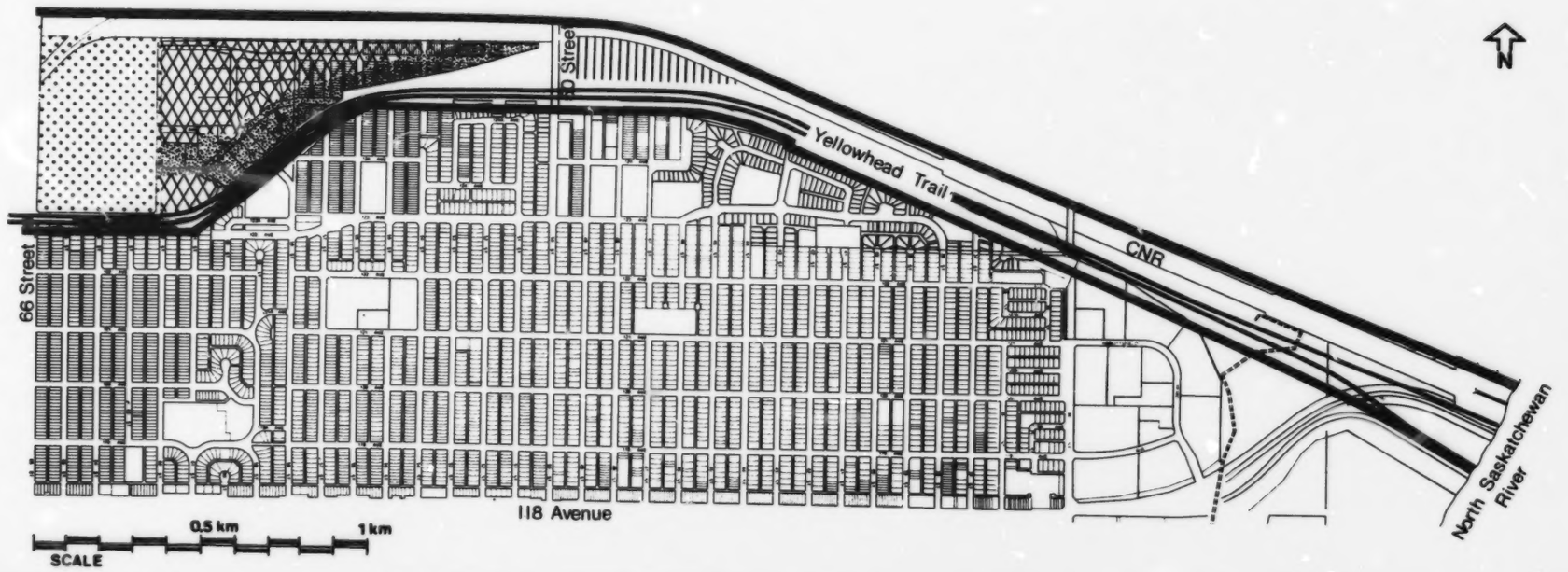
Light industrial and business office uses are proposed for most areas adjacent to the Trail. Access to these lots is obtained via an internal road system.

(iii) Medium Industrial

Medium industrial uses are proposed for those areas not adjacent to the Trail. The existing roads will be used.

5.3.8.3 STAGING OF DEVELOPMENT

Development in this sub-area is subject to the land owner's initiative. Appropriate redistricting and development approvals are required.



Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-7
SUB-AREA 7

- "Prestige" Business/Industrial
- Heavy Industrial
- Medium Industrial
- Area Structure Plan Boundary
- Snow Dump Site

5.3.9 Sub-Area 8 - Edmonton East (Schedule C-8)

5.3.9.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to identify specific areas for services for the travelling public such as hotels, motels, restaurants and service stations (Objective 3.2.3(i))
- to maintain medium industrial areas (Objective 3.2.2(ii)).

5.3.9.2 PROPOSED LAND USES

(i) Heavy Industrial

The predominant use in this sub-area will remain Heavy Industrial. The existing heavy industrial users have extensive investments in their operations, make use of the available rail service, and are not hampered by encroaching residential development. Additional heavy industrial land is proposed in this sub-area to capitalize on the locational advantages.

(ii) Medium Industrial

Medium industrial uses are proposed across the Clover Bar and Strathcona 16 Industrial subdivisions to take advantage of existing rail access and to provide a buffer between heavy industrial uses to the north and highway commercial and "prestige" business industrial and office uses to the south.

(iii) "Prestige" Business Industrial

Light industrial and business office uses are proposed for several areas which are directly adjacent to and visible from the Trail. These areas are to be accessed by service roads.

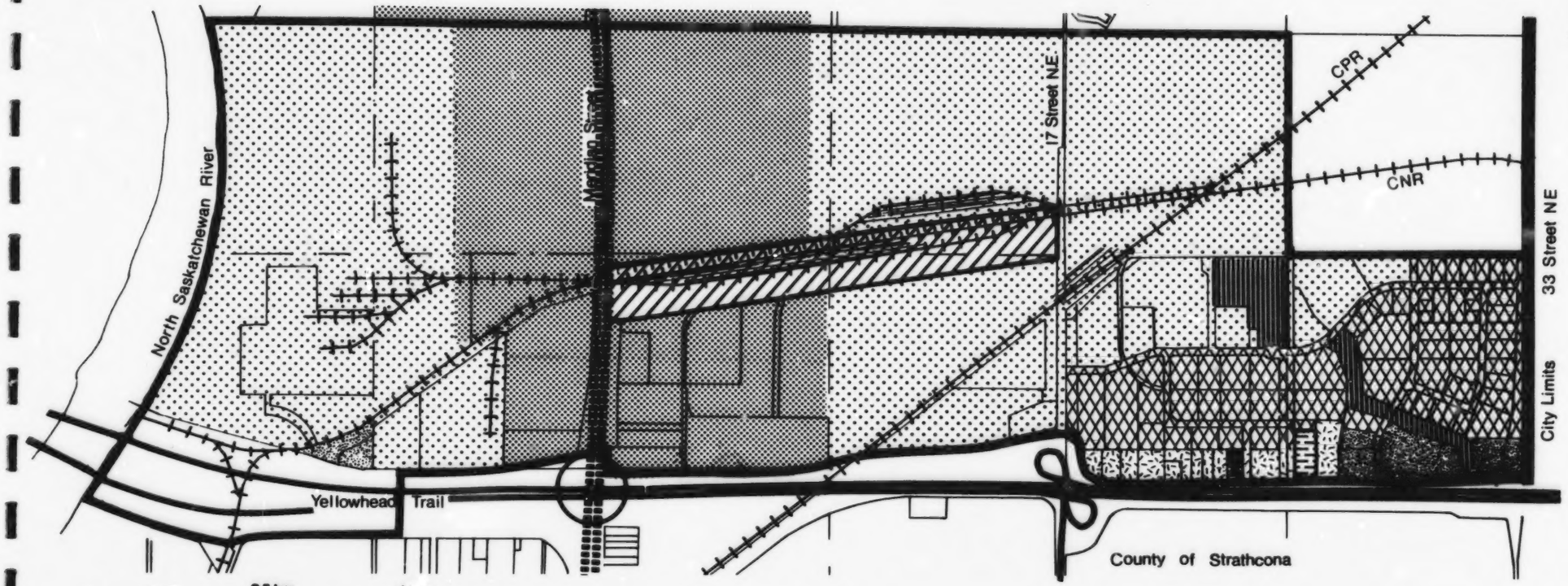
(iv) Highway Commercial

A highway commercial area is identified in this sub-area to meet the needs of travellers entering the City from the east. Uses such as service stations, restaurants, motels, and a tourist information facility are proposed and would be easily accessed by an existing service road.

5.3.9.3 STAGING OF DEVELOPMENT

Most of the land in this area is subdivided and ready for development. The appropriate development approvals are required.

Upon Provincial release of Restricted Development Area designations, the development of such areas shall be consistent with the adjacent areas.



Sub-Area Location in Yellowhead Corridor

PROPOSED LAND USES
SCHEDULE C-8
SUB-AREA 8

- Medium Industrial
- "Prestige" Business Industrial
- Highway Commercial
- Heavy Industrial
- Proposed Interchange
- Clover Bar Fire Station
- Reserve Land
- Clover Bar Cemetery
- Proposed Outer Ring Road
- Area Structure Plan Boundary
- Tourist Information Facility
- Restricted Development Area
- Railroad
- Clover Bar Railway Yards

5.4 RESERVE LAND

Reserve Land is not identified within the Plan area. Where reserve land is a requirement of subdivision (Section 97, Planning Act), reserve land or money in lieu of land will be taken subject to the existing Municipal Planning Commission Guidelines.

5.5 POPULATION DENSITY

In accordance with Section 64(2) of the Planning Act, an Area Structure Plan must describe the density of population proposed. Since this Plan deals essentially wih industrial development, a detailed population description is not included. There is, however, one residential area within the Plan which will be retained. Big Lake Estates residential area located on the west boundary of the City, will be retained in its present form. This is a rural residential development with a density of .43 units per hectare.

CHAPTER SIX

proposed utilities and other services

CHAPTER 6 - PROPOSED UTILITIES AND OTHER SERVICES

6.1 UTILITY SERVICES

6.1.1 Storm and Sanitary Sewers

a) The provision of storm and sanitary sewers will be investigated throughout the Yellowhead Corridor with the purpose of ensuring that adequate facilities exist to meet anticipated future development.

b) As a condition of subdivision, rezoning and/or development in the area between 142 Street and the North Saskatchewan River, storm water discharge rates shall be limited to those currently generated by the site. This may require storm water management techniques such as roof-top storage, surface ponding, underground storage and others. Design drawings showing the calculations and techniques of storm water management used are required prior to development approval. This is in addition to other applicable regulations.

c) All drainage requirements for areas west of 142 Street shall incorporate the storm water management recommendations provided in the Watershed Plan for Northwest Annexation Areas, and conform to the City's 1982 Servicing Standards Manual.

d) The drainage requirements for the area east of the North Saskatchewan River are being studied taking into account both economic and environmental factors. This area will be serviced either by existing ditches and watercourses using storm water management techniques or by new outfalls to the River, and shall conform to the City's 1982 Servicing Standards Manual.

e) The Sanitary Trunk System Study, prepared by the Edmonton Water and Sanitation Department, recommends that the sanitary servicing requirements for the area west of 142 Street be provided by the Parkland Sewage Transmission Line.

f) The area east of the North Seskatchewan River may be serviced by the existing Southeast Regional Sewage Transmission Line constructed by Alberta Environment.

6.1.2 Water

The City will monitor the water supply system within the Yellowhead Corridor to ensure an adequate supply for present and future development. For Sub-Area 1, which is not currently serviced, the City will prepare a servicing plan which must be in place for future development of the area.

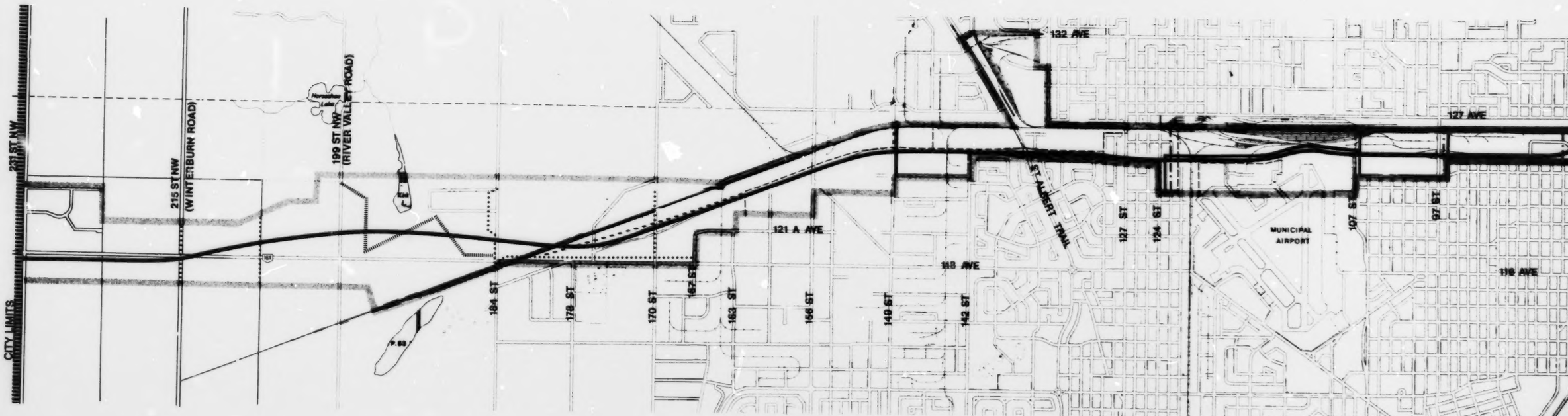
Schedule D-1 identifies existing storm, sanitary and water system facilities.

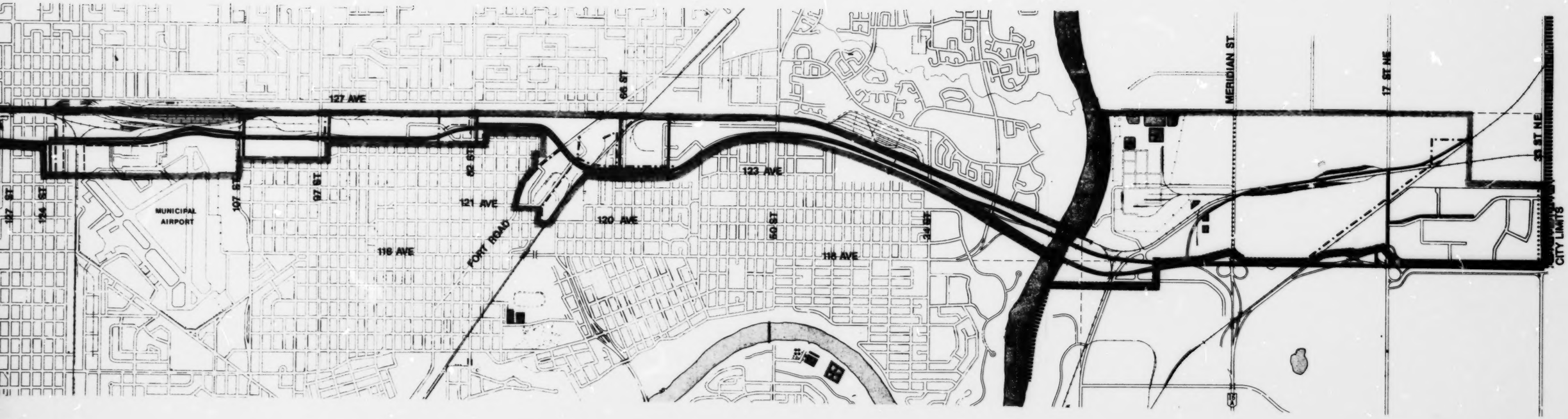
6.1.3 Power and Telephones

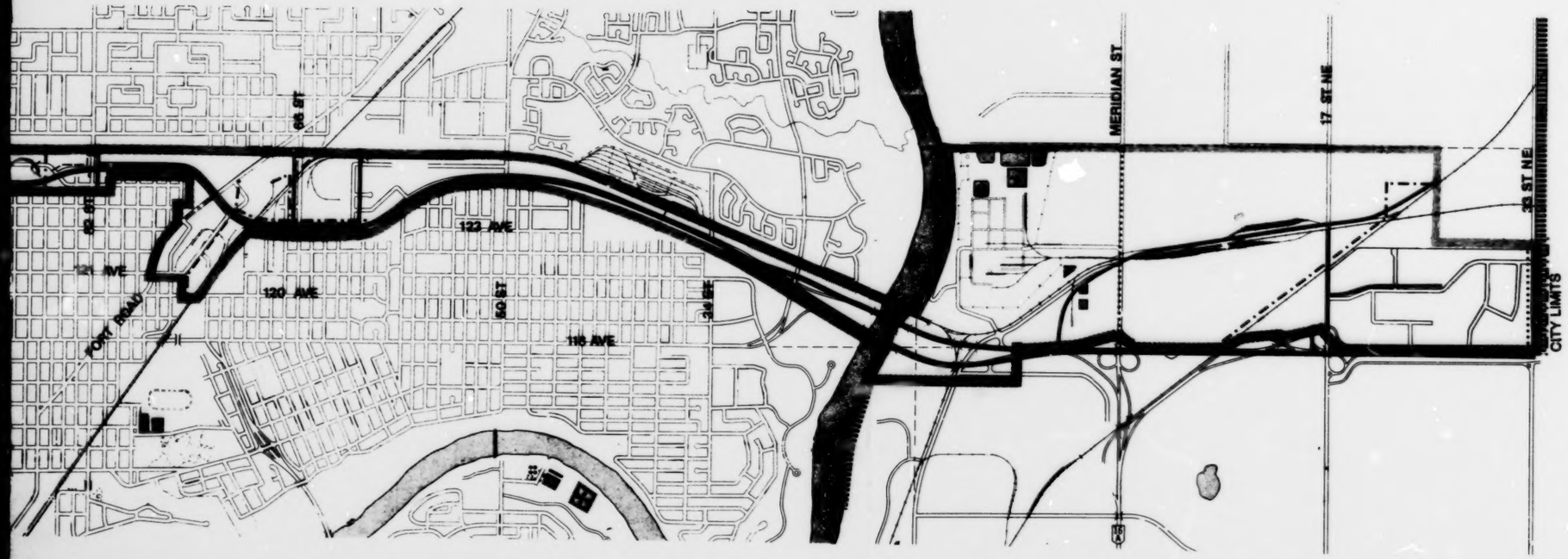
a) For new developments adjacent to the Yellowhead Trail, customer laterals shall be located underground. Where feasible, distribution feeders should also be located underground.

b) The provision of electrical power and telephone service to the Plan area will be monitored in order to maintain an adequate level of service, particularly in Sub-Area 1 and Sub-Area 8, recently annexed by the City.

Schedule "D-2" identifies existing facilities and lines.


231 ST NW
CITY LIMITS
215 ST NW
(WINTERBURN ROAD)
199 ST NW
(RIVER VALLEY ROAD)
Namao Lake
184 ST
178 ST
170 ST
167 ST
163 ST
156 ST
149 ST
142 ST
121 A AVE
118 AVE
132 AVE
127 AVE
118 AVE
ST. ALBERT TRAIL
127 ST
124 ST
97 ST
MUNICIPAL AIRPORT


127 AVE
66 ST
MUNICIPAL AIRPORT
107 ST
121 AVE
120 AVE
123 AVE
118 AVE
FORT ROAD
50 ST
MERIDIAN ST
17 ST NE
33 ST NE
CITY LIMITS
UTILITIES
SANITARY
SCHEDUL
SCALE



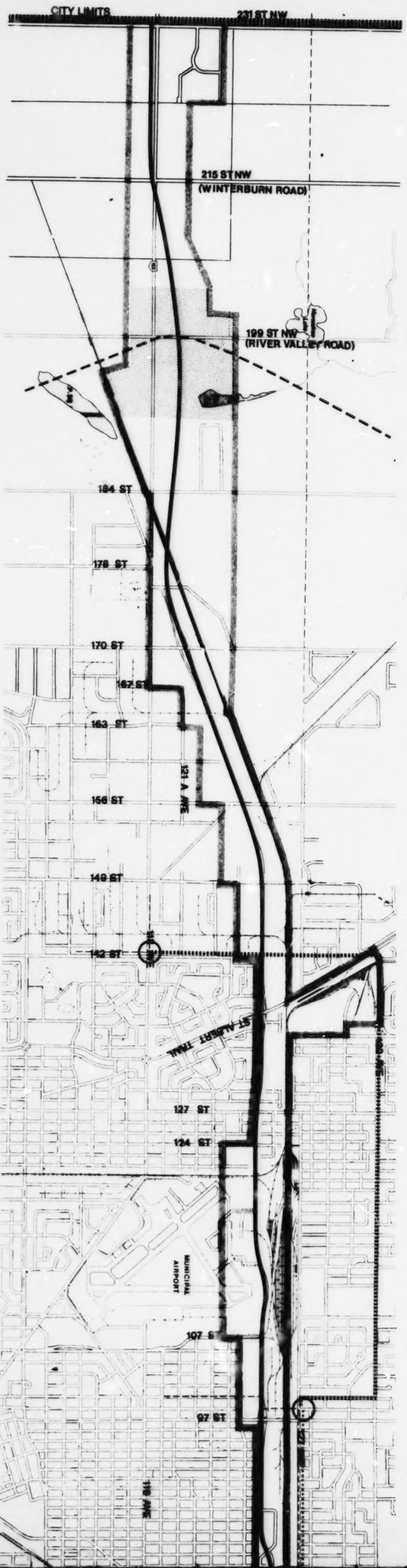
UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS

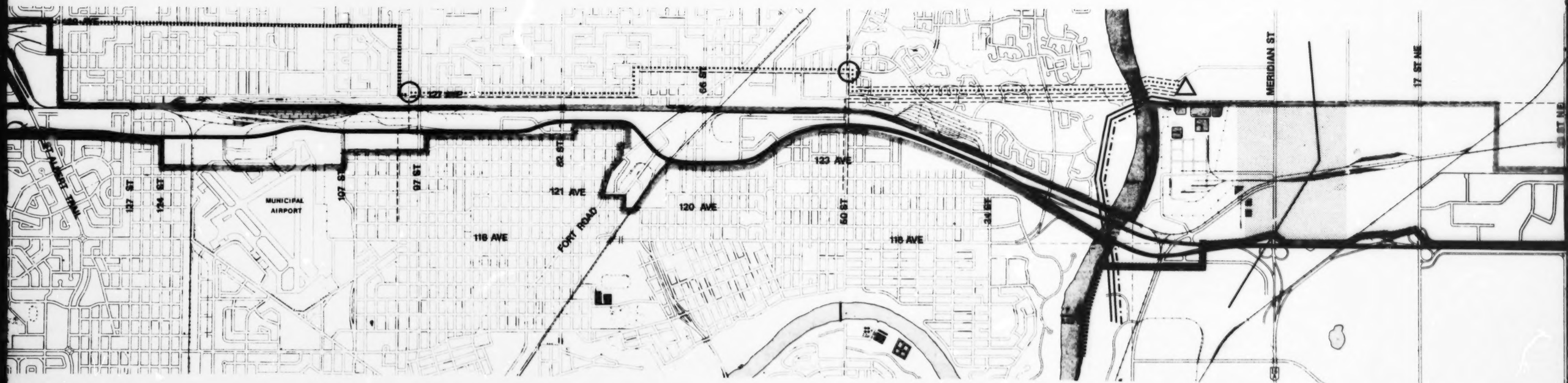
SCHEDULE D-1

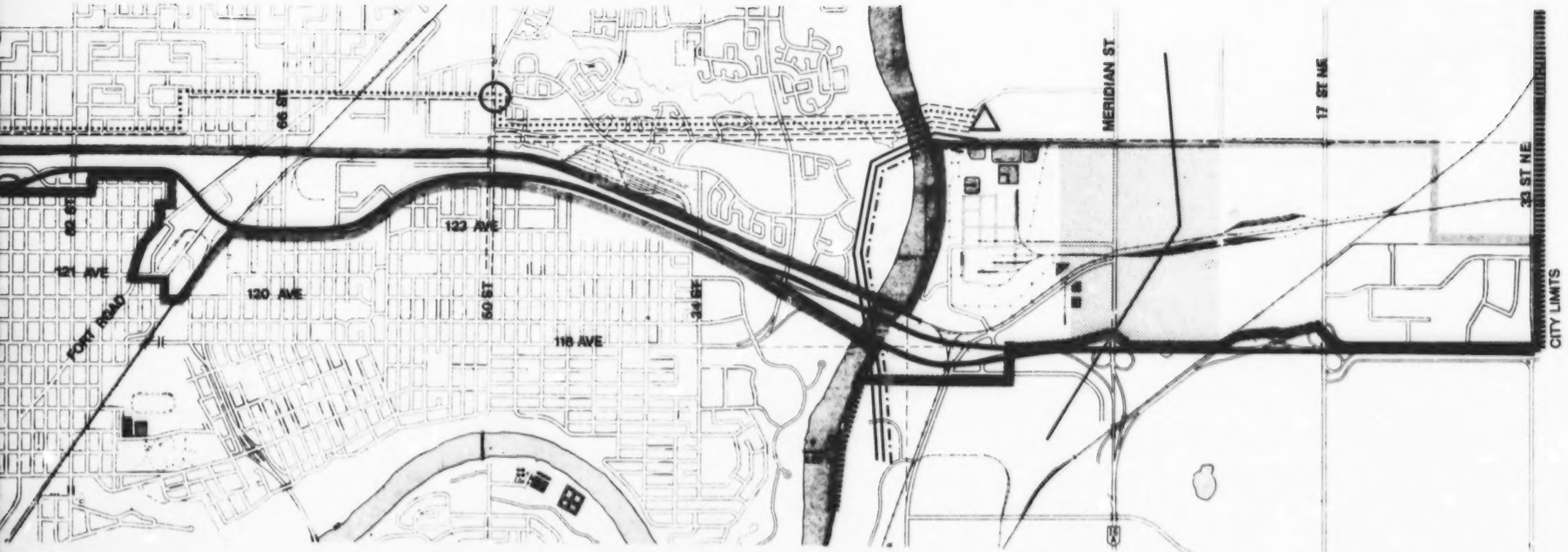
- AREA STRUCTURE PLAN BOUNDARY
- YELLOWHEAD TRAIL ROADWAY ALIGNMENT
- EXISTING WATER MAIN LINES
- PROPOSED WATERMAIN LINES
- EXISTING STORMWATER LINES
- PROPOSED STORMWATER TRUNK LINES
- SANITARY AND COMBINED SEWER LINES
- PROPOSED SANITARY SEWER TRUNK LINES

SCALE 0 1 2 km

The City of Edmonton PLANNING 1982


CITY LIMITS
231 ST NW
215 ST NW
(WINTERBURN ROAD)
199 ST NW
(RIVER VALLEY ROAD)
184 ST
178 ST
170 ST
167 ST
163 ST
156 ST
149 ST
142 ST
127 ST
124 ST
107 S
97 ST
121 A AVE
ST ALBERT TRAIL
MUNICIPAL AIRPORT
118 AVE


127 ST
124 ST
MUNICIPAL AIRPORT
197 ST
97 ST
82 ST
121 AVE
FORT ROAD
120 AVE
116 AVE
50 ST
123 AVE
MERIDIAN ST
17 ST NE



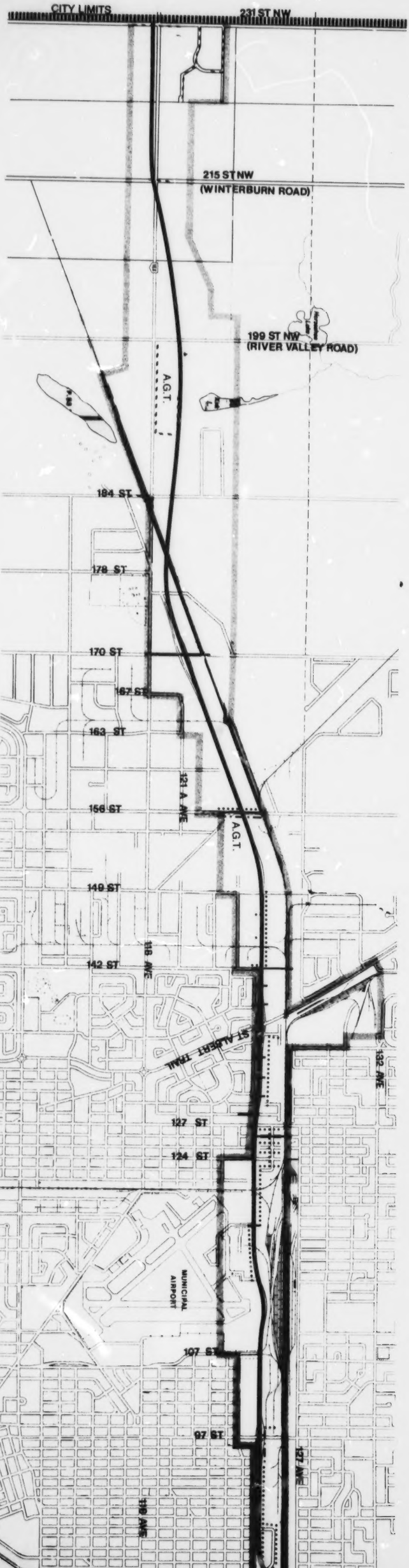
UTILITIES – POWER

SCHEDULE D-2

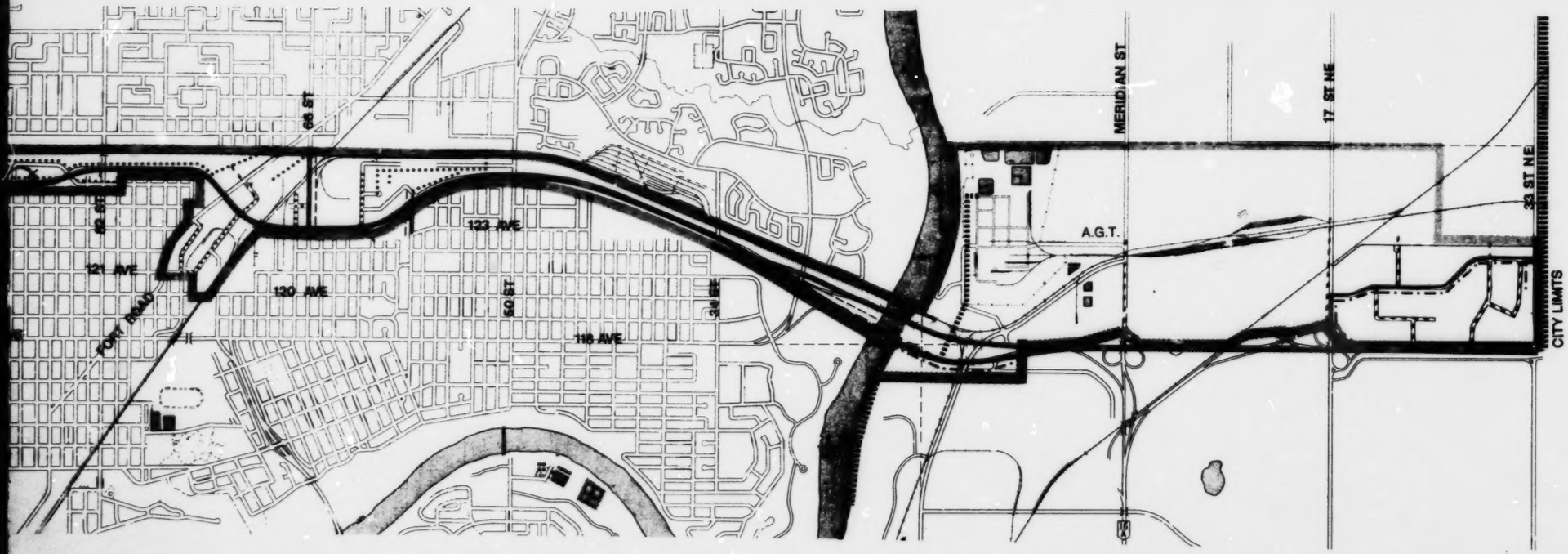
- AREA STRUCTURE PLAN BOUNDARY
- YELLOWHEAD TRAIL ROADWAY ALIGNMENT
- EDMONTON POWER 240KV AERIAL
- TRANS ALTA UTILITIES 240 KV U.G AERIAL
- TRANS ALTA UTILITIES 138 KV AERIAL
- EDMONTON POWER 72 KV AERIAL
- EDMONTON POWER 72 KV U.G MAIN FEED
- EDMONTON POWER 72 KV U.G STANDBY
- EDMONTON POWER GENERATING AND OR TERMINAL STATION
- EDMONTON POWER SUB STATION
- RESTRICTED DEVELOPMENT AREA

SCALE 0 1 2 km

The City of Edmonton PLANNING 1982


CITY LIMITS
231 ST NW
215 ST NW
(WINTERBURN ROAD)
199 ST NW
(RIVER VALLEY ROAD)
A.G.T.
184 ST
178 ST
170 ST
167 ST
163 ST
121 A AVE
156 ST
A.G.T.
149 ST
118 AVE
142 ST
ST ALBERT TRAIL
132 AVE
127 ST
124 ST
MUNICIPAL AIRPORT
107 ST
97 ST
127 AVE
118 AVE

132 AVE
127 AVE
121 AVE
120 AVE
118 AVE
123 AVE
118 AVE
ST ALBERT TRAIL
127 ST
124 ST
MUNICIPAL AIRPORT
97 ST
97 ST
82 ST
68 ST
FORT ROAD
50 ST
34 ST
MERIDIAN ST
17 ST NE
A.G.T.



UTILITIES – TELEPHONE

SCHEDULE D-3

- AREA STRUCTURE PLAN BOUNDARY
- YELLOWHEAD TRAIL ROADWAY ALIGNMENT
- UNDERGROUND
- PROPOSED UNDERGROUND
- AERIAL
- DUCTLINE
- PROPOSED DUCTLINE
- BURIED
- PROPOSED BURIED

SCALE 0 1 2 km

THE CITY OF Edmonton PLANNING 1982

6.2 RAIL SERVICES

It is a policy of this Plan to maintain and promote the use of rail facilities within the Yellowhead Corridor by proposing land uses which are compatible with rail servicing wherever feasible. Parcels of land with existing rail spur facilities can be identified on Schedule B - Yellowhead Trail Roadway Alignment.

6.3 AIRPORT SERVICES

It is a policy of this Plan to promote the use of and ensure the safe operation of the Edmonton Municipal Airport through the provision of land uses that are compatible with the airport's operations. In this regard, roof-top storage, mentioned in 6.1.1(b), should not occur in the vicinity of the airport due to the potential operational hazard which it may create.

CHAPTER SEVEN

plan implementation

CHAPTER 7 - PLAN IMPLEMENTATION

7.1 LAND USE IMPLEMENTATION

The design policies identified in 5.1.1, 5.1.2, and 5.1.3 are implemented through Sections 69.2-69.4 and 73.2(4) in the Edmonton Land Use Bylaw 5996.

7.1.1 Specific Provisions Affecting Consideration of Discretionary Uses in IB Districts

(1) To meet objectives 3.2.1(i), 3.2.2(iv), 3.2.3(i), and 3.2.3(iii), the following Discretionary Uses of a retail and traffic generating nature are discouraged:

(i) Automotive and Minor Recreational Vehicle Sales/Rentals,

(ii) Automotive and Equipment Repair Shops,

(iii) Convenience Retail Stores,

(iv) Drive-in Food Services,

(v) Fleet Services,

(vi) Major Eating and Drinking Establishments,

(vii) Rapid Drive Through Vehicle Services,

(viii) Recycling Depots.

7.1.2 Redistricting

Redistricting applications appropriate to the land uses proposed in Chapter 5 of this Plan will be supported by the Planning Department.

Redistricting of Medium Industrial parcels to Business Industrial Uses not specifically identified in the Schedule C maps may receive Planning Department support if they support objectives 3.2.1(i), 3.2.2(ii), 3.2.2(iii), and 3.2.4(i).

7.1.3 Special Study Areas

7.1.3.1 Special Study Area #1 - (Peace River Division Yards)

The CNR is not in a position to commit the parcel of land (identified in Figure 6A) for development due to uncertainty over future use requirements, which are dependent upon the needs of the resource areas north of Edmonton. When those needs are fully assessed, the land owner should conduct a planning study which will form the basis of an amendment to this Plan.

The study shall adopt the following guidelines:

(i) The proposed land uses will respect the adjacent residential community to the east through the sensitive use of building forms, berming, and landscaping. Potential uses could include an expanded rail service yard and/or a combination of light industrial, office and residential uses.

(ii) The density of the area will be determined by the available access to the site. The density should not add to the traffic level through the adjacent residential area.

(iii) Subdivision, servicing, access, districting, and other pertinent planning matters will be identified and resolved in the planning study.

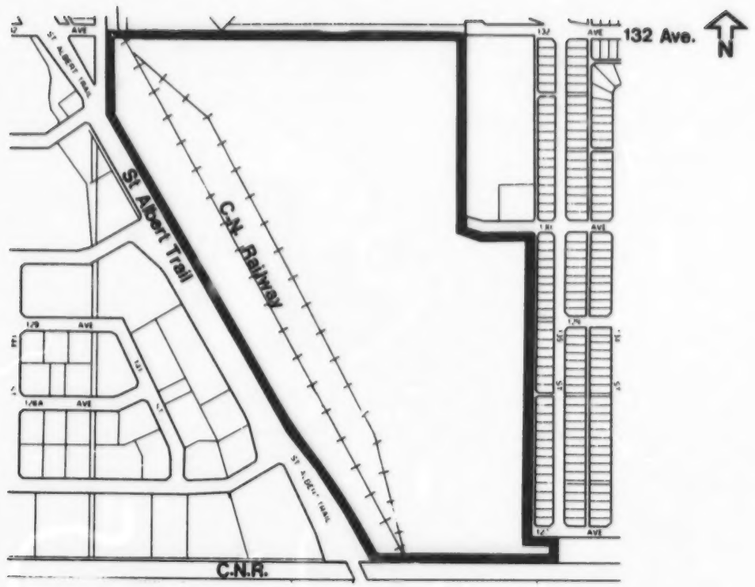


FIGURE 6A
SPECIAL STUDY AREA #1
(PEACE RIVER DIVISION YARDS)

Legend

Special Study Area Boundary

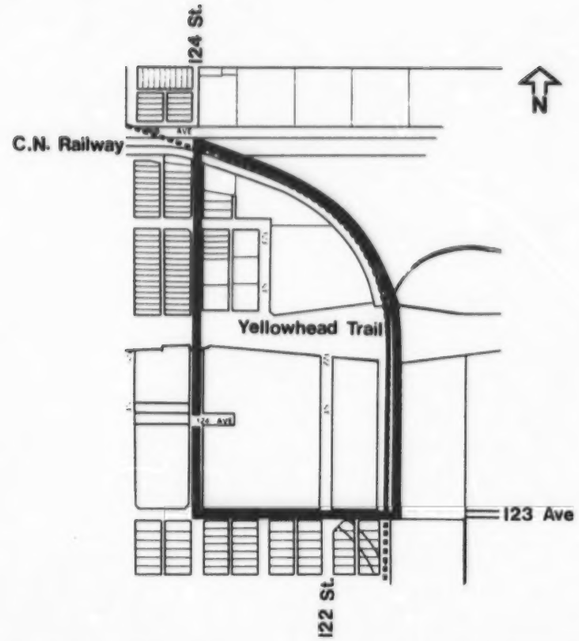


FIGURE 6B
SPECIAL STUDY AREA #2
(PROPOSED NORTHWEST LRT CORRIDOR)

Legend

Special Study Area Boundary

Proposed N.E. LRT Line

SCALE 0.5 km 1 km

7.1.3.2 Special Study Area #2 - (Proposed Light Rail Transit Corridor)

It is proposed that a future Northwest Light Rail Transit line and station run through and be located within the parcel of land identified in Figure 6B. This Plan recognizes that the uncertainties stemming from the eventual location and timing of such a project will create potential impacts within this part of the Plan area.

The City will prepare a report, as an amendment to this Plan, designating land uses when the uncertainties of the proposed Light Rail Transit project are clarified as per the Northwest LRT Functional Planning Study. The City will take into account the improved public access to this area provided by the Light Rail Transit, as well as the site's proximity to the Municipal Airport and the Yellowhead Trail in preparing their report.

It may alternatively be required that an Area Redevelopment Plan be prepared to resolve the issues associated with the future development of this area. In the interim, no land use districting changes will be supported by the Planning Department without a comprehensive review of the impacts of the proposed LRT Corridor.

7.1.3.3 Special Study Area #3 - (Northeast Corridor)

This Plan recognizes that the yet to be finalized extension of the Capilano Freeway north into Fort Road will generate redevelopment potential for the area identified in Figure 6C. Factors contributing to this redevelopment potential include:

(i) the intersection of the Yellowhead Trail and Capilano Freeway;

(ii) the presence of the Light Rail Transit line through the area;

(iii) the existence of large tracts of land under single ownership; and

(iv) the potential for the location of an LRT station in the area.

A land use decision for this area is not appropriate at this time, given the uncertainties surrounding the roadway alignments, right-of-way requirements and timing of the Capilano extension. The existing districting shall therefore remain as is until such time as an Area Redevelopment Plan for this area is prepared. It is possible that during the preparation of the Area Redevelopment Plan, an area larger than that shown as Special Area #3 may be included.

7.1.4 Overlapping Plan Areas

7.1.4.1 Sub-Area #1

Development in the area identified in Figure 7A is largely dependent on the surrounding lands with respect to servicing, road systems, and staging of development. Development in this area will therefore require the preparation of adjacent Area Structure Plans which shall address these issues as well as incorporate the land use and design policies of this Plan.

7.1.4.2 Sub-Area #8

Figure 7B identifies land in Sub-Area #8 where development will depend on the preparation of an adjacent Area Structure Plan. The Area Structure Plan will tie development of this area to the lands north and east by addressing roadway network, servicing, and staging of development issues while incorporating the land use and design policies of this Plan.

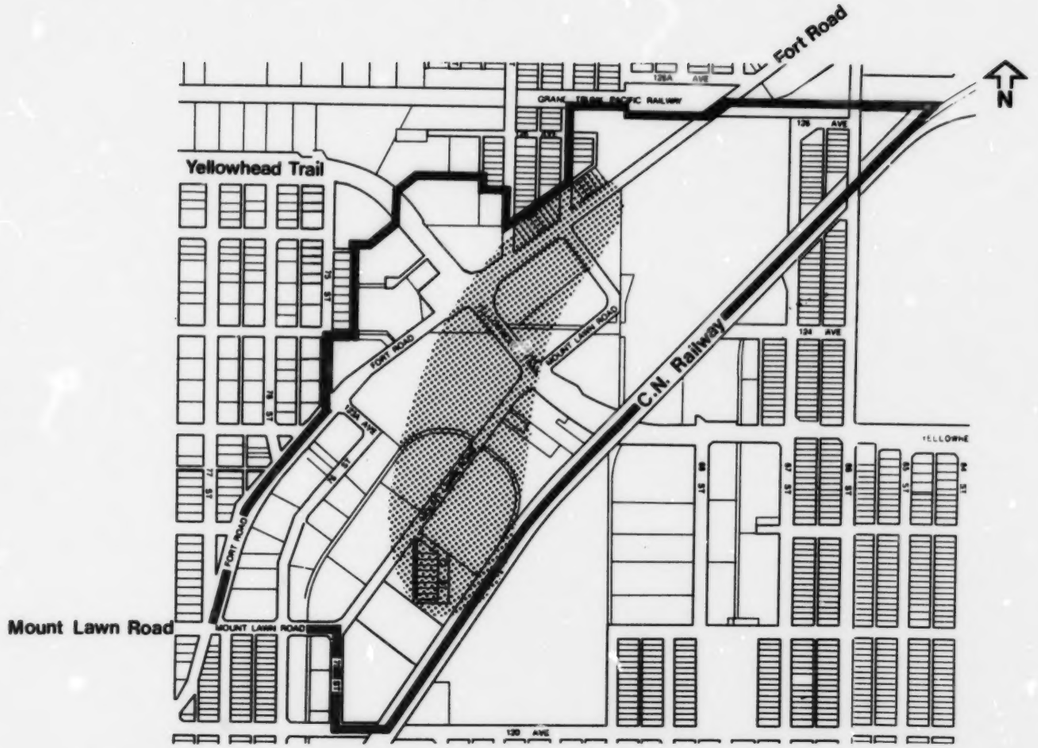


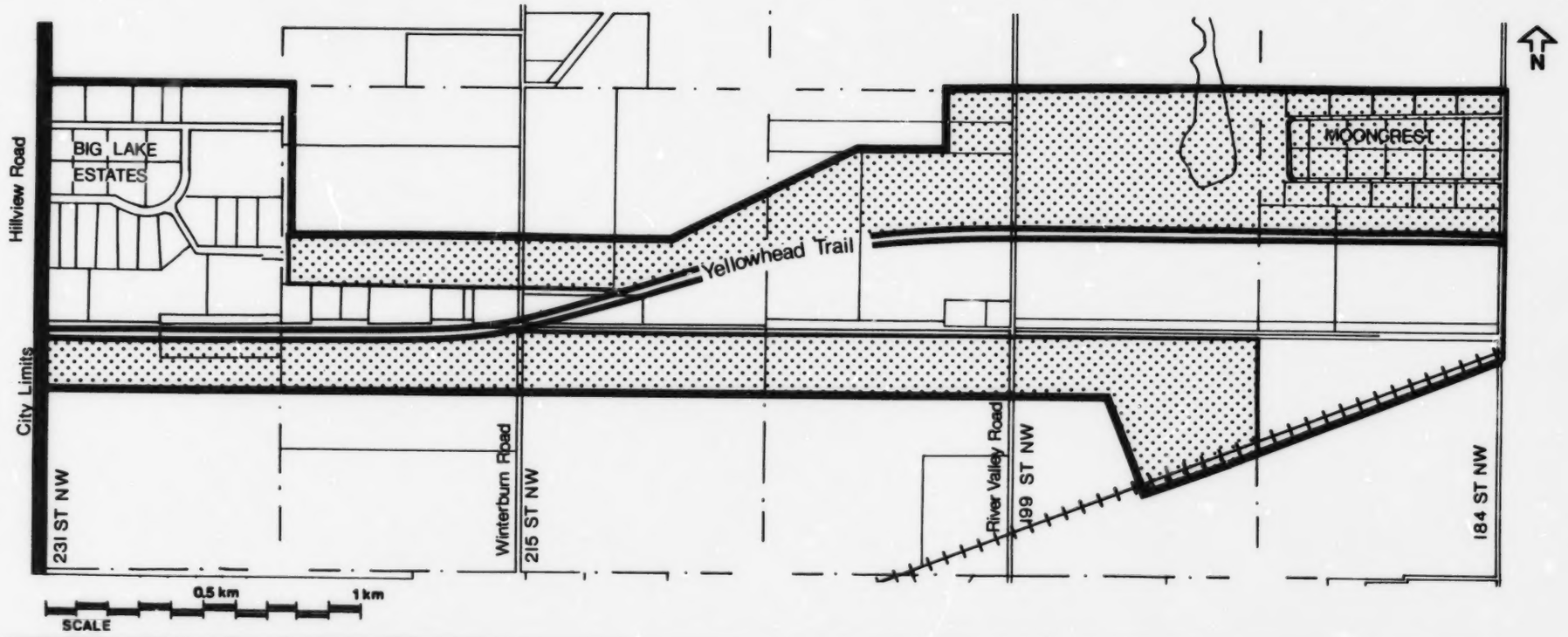
FIGURE 6C
SPECIAL STUDY AREA #3
(NORTHEAST CORRIDOR)

Legend

Special Study Area Boundary *

Northeast Corridor Functional Planning Study

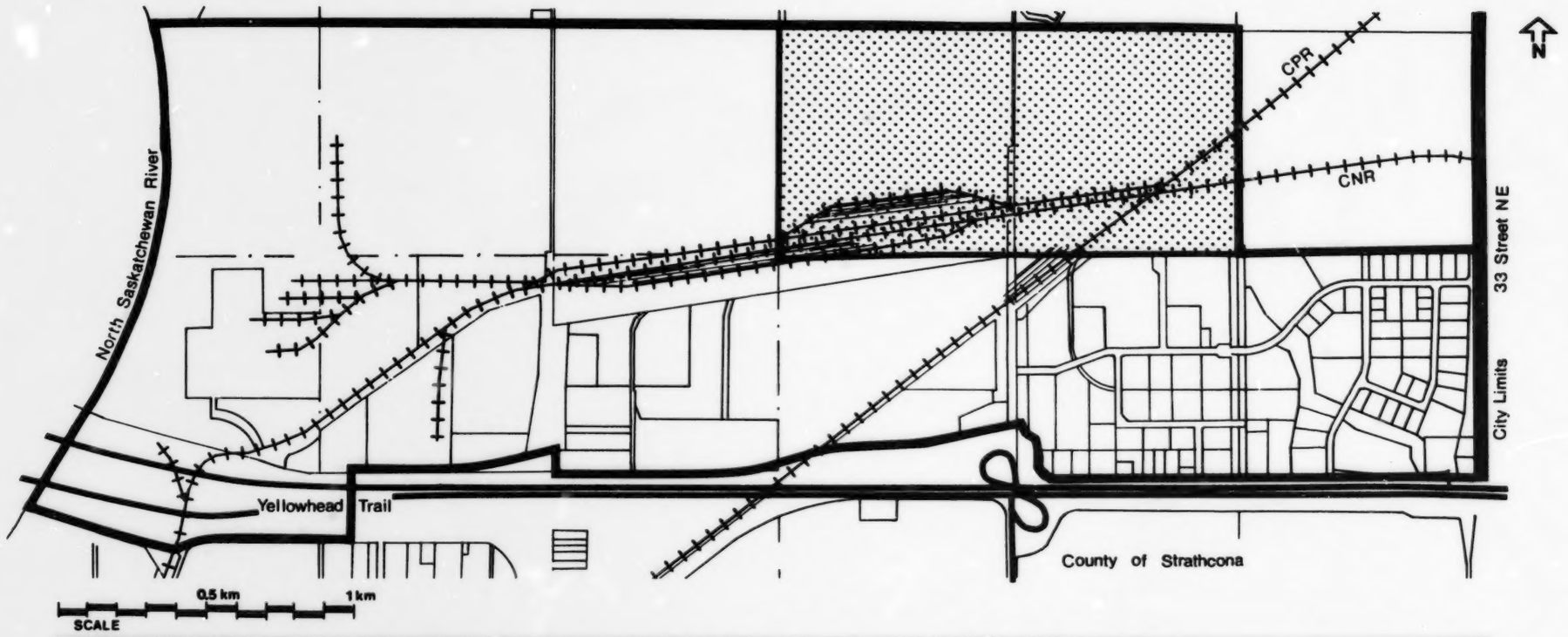
* Subject to Change

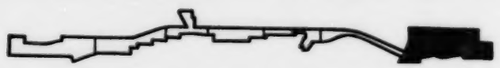


Sub-Area Location in Yellowhead Corridor

OVERLAPPING PLAN AREA
FIGURE 7A

Areas Requiring Overlapping Area Structure Plans





Sub-Area Location in Yellowhead Corridor

OVERLAPPING PLAN AREA
FIGURE 7B

Areas Requiring Overlapping Area Structure Plans

7.2 CIVIC DEVELOPMENT IMPLEMENTATION

The Civic Development policies identified in 5.2.1, 5.2.2, 5.2.3, 5.2.4, and 5.2.5 of this Plan shall be implemented by the City in the following manner.

7.2.1 Noise Attenuation

The City is currently evaluating the needs of the residential areas adjacent to the Yellowhead Trail through the Yellowhead Trail Noise Attenuation Studies. Noise attenuation will be achieved through the construction of berms and/or noise walls where residential communities are situated adjacent to the Trail.

7.2.2 Landscaping

(i) The City will implement an urban forestation program (landscaping technique using primarily native species promoting natural regeneration and requiring minimal maintenance) on a selected berm adjacent to the Trail on an experimental basis. This experiment will be monitored for costs and public reaction.

(ii) Should the experiment prove successful and subject to available funding, the urban forestation program can be expanded to all bermed areas throughout the Corridor.

(iii) Subject to available funding, traditional (standard) highway landscaping shall be used for the remaining City rights-of-way such as boulevards and medians.

7.2.3 Signs

(i) The City will provide overhead street identification signs consistent with the "Alberta Urban Guide and Information Sign Manual" for the following locations: 50 Street, 66 Street, Fort Road, 82 Street. 97 Street, 107 Street. 127 Street, St. Albert Trail, 149 Street, 156 Street, and 170 Street.

(ii) The City will provide directional signs consistent with the "Alberta Urban Guide and Information Sign Manual" to the following Civic facilities: City Centre (Downtown), Hospitals, Municipal Airport, Northlands Coliseum/Exhibition Grounds, Commonwealth Stadium, Parks and Campsites, Light Rail Transit Stations or Transit Centres, Northern Alberta Institute of Technology. The City will also do the same for general signs identifying major industrial areas adjacent to the Yellowhead Trail, but not individual businesses.

(iii) The City will provide signs consistent with the "Alberta Urban Guide and Information Sign Manual," for the following tourist services adjacent to or in close proximity to the Trail: Hotels/Motels/Restaurants/ Campsites (as accredited through Travel Alberta's Approved Accommodation Program); service stations; and Tourist Information Facilities.

(iv) The City will examine the feasibility of providing a "Welcome to Edmonton" sign at the east and west Corporate boundaries.

7.2.4 Tourist Information Facilities

(i) The City will evaluate the benefits of the following modifications to the existing facility on the east entrance to the City: provision of camper services such as water supply and sewage disposal, provision of a large outdoor map of the City identifying major points of interest, and modification of design to create a more inviting appearance.

(ii) A general location for a tourist information facility for the west end has been identified. The specific location

will be identified by the appropriate City departments at a later development stage. The same access restrictions apply to tourist facilities as to the rest of the land uses.

7.3 UTILITY SERVICING

The following implementation policies are provided to guide future development within the Plan area with respect to servicing requirements.

7.3.1 General Policies

(i) All new development and redevelopments within areas currently serviced by combined storm and sanitary sewers shall be provided with separate storm and sanitary connections.

(ii) The design, location, and construction of all services shall be to the satisfaction of Drainage Engineering.

(iii) Prior to the approval of any development, the developer shall execute a development agreement.

7.3.2 Storm Servicing Policies

(i) Prior to approval of any subdivision within the old City limits, Edmonton Water and Sanitation requires the submission of a storm management study providing a detailed analysis of the method for controlling runoff to pre-development levels.

(ii) Prior to the approval of any subdivision, Edmonton Water and Sanitation requires the submission of a storm water management study which should conform to its Watershed Plan and to the 1982 Servicing Standards Manual.

7.3.3 Sanitary Servicing Policies

(i) Prior to the approval of any subdivisions, Edmonton Water and Sanitation requires the submission of detailed sanitary servicing plans.

7.4 PLAN IMPLEMENTATION SUMMARY

The purpose of the following chart is to summarize how the Plan will be implemented. The chart lists Plan proposals/policies, their implementation actions and further identifies responsible agencies for carrying out those actions. The chart additionally identifies the approvals required for implementation, the affected budgets and programs and the anticipated time frame.

Plan Proposals/Policies	Implementation Action	Responsible Department/ Agency	Authority Required	Budget/ Program	Timing
ROADWAYS					
Completion of Yellowhead Trail Roadway As per Corridor Implementation Plan. (Plan - Section 4.2)	Construction of roadway as per "amended" Corridor Implementation Plan.	Engineering	Approval of Council Granted.	Existing	1984
Completion of Highway 16X to west City limits. (Plan - Section 4.2)	Construction of Highway 16X from 178 Street to west City limits.	Alberta Transportation	Approval of Provincial Government Granted.	Existing	1984
Future Interchanges at Parkway Ring Road, Winterburn Road and 184 Street. (Plan Section 4.2.2)	Functional planning studies.	Transportation Management	Approval of City Council Required.	Existing	N.A.
82 Street Functional Planning Study. (Schedule B)	Completion of functional planning study.	Transportation Management	Approval of City Council Granted.	Existing	1982
	Construction.	Engineering	Approval of City Council and Alberta Transportation Required.	N.A.	N.A.
Northeast Corridor Functional Planning Study. (Schedule B)	Completion of Study.	Transportation Management	Approval of City Council Required.	Existing	1982
	Construction.	Engineering	Approval of City Council Required.	N.A.	N.A.
Service Roads where Development Requires. (Plan - Section 9.2.3)	Subdivision plans.	Planning	Approval of City Council Required.	N.A.	Ongoing

Plan Proposals/Policies	Implementation Action	Responsible Department Agency	Authority Required	Budget/ Program	Timing
CIVIC DEVELOPMENT					
Noise Attenuation. (Plan - Section 5.2.1)	Completion of the Yellowhead Trail Attenuation Study.	Transportation Management	Approval of Council Granted.	Existing	1982
	Construction of berms and noise walls where required.	Engineering	Approval of Council Granted.	Existing	Ongoing
Urban Forestation Landscaping for Berms. (Plan - Section 5.2.2)	Policy report.	Parks and Recreation	N.A.	Existing	
	Landscape plan preparation.	Parks and Recreation	N.A.	Existing	
	Monitoring program and construction.	Engineering	N.A.	Existing	Ongoing
Signage Program. (Plan - Section 5.2.3)	Location and placement of signs.	Engineering	N.A.	Existing	Ongoing
Tourist Information Facility and Services. (Plan - Section 5.2.4)	Evaluate this Plan's recommendations.	Business Development	N.A.	N.A.	1983
	Identify site for facility on Highway 16X.	Business Development Real Estate and Housing Parks and Recreation	N.A.	N.A.	N.A.
Development of Industrial Heights Subdivision. (Plan - Section 5.2.5)	Marketing and sale of subdivided lots.	Real Estate and Housing Parks and Recreation	N.A.	Existing	Ongoing

Plan Proposals/Policies	Implementation Action	Responsible Department Agency	Authority Required	Budget/ Program	Timing
LAND USE AND DESIGN					
Design Guidelines. (Plan - Section 5.1)	Sections 69.2-69.4 and 73.2(4) of the Edmonton Land Use Bylaw 5996.	Planning	N.A.	N.A.	Ongoing
Redistricting. (Plan - Section 7.1.2)	Applications at land owners' initiative.	Planning	Council approval Required.	N.A.	Ongoing
Redistricting in Sub-Area 1, 2, 8. (Plan - Section 7.1.2)	Redistrict lands to City of Edmonton Land Use Districts.	Planning	Council approval Required.	Existing	1982
Special Studies. (Plan - Section 7.1.3)	Special Study #2 and #3 to be conducted by the Planning Department.	Planning	Council approval Required.	N.A.	Unknown
	Special Study Area #1 to be carried out by Land Owner.	Planning	Council approval Required.	N.A.	N.A.
UTILITIES AND OTHER SERVICES					
Storm and Sanitary Sewers. (Plan - Section 6.1.1)	See Section 7.3.	Water and Sanitation	N.A.	Existing	Ongoing
Water. (Plan - Section 6.1.2)	See Section 7.3.	Water and Sanitation	N.A.	Existing	N.A.
Power and Telephone Underground Locations for New Development. (Plan - Section 6.1.3)	Review of development applications.	Edmonton Power	Council approval of Area Structure Plan.	Existing	Ongoing
Retention of Rail Access Parcels. (Plan - Section 6.2)	Maintaining IM Districts.	Planning	Council approval of Area Structure Plan.	Existing	1982
Protection of Edmonton Municipal Airport Operations. (Plan - Section 6.3)	Maintaining MA District and promotion of compatible land uses	Planning	Council approval of Area Structure Plan.	Existing	1982

7.5 LAND USE DATA
Gross Area By Land Use District[1]

EXISTING				PROPOSED			
Land Use District[2]	GROSS AREA Hectares	Acres	% of Total	Land Use District	GROSS AREA Hectares	Acres	% of Total
IM - Medium Industrial	357.0	882.2	25.1%	Medium Industrial	293.0	723.0	21.5%
RDA/IM - IM uses in Restricted Development Area	68.5	169.3	4.8%	RDA/IM	68.5	169.3	5.0%
IH - Heavy Industrial	320.0	790.0	22.5%	Heavy Industrial	378.1	934.2	27.8%
IB - Business Industrial	78.5	194.0	5.5%	Business Industrial	241.2	595.9	17.7%
Commercial (Includes CSC, CO, CB2, CHY)	6.7	16.6	.4%	Commercial	38.3	94.6	2.8%
DC4 - Special Public Service	77.3	191.0	5.4%	Special Public Service	77.3	191.0	5.6%
MA - Municipal Airport	13.4	33.1	.9%	Municipal Airport	5.4	13.3	0.39%
RA7 - Low Rise Apartment	0.8	2.0	.56%	Low Rise Apartment	0.8	2.0	0.05%
AGI - Industrial Reserve	135.9	335.8	9.5%	Industrial Reserve	-	-	-
RDA - Restricted Development Area - Vacant	187.0	462.0	13.1%	RDA	187.0	462.0	13.78%
RR - Rural Residential	163.9	405.0	11.5%	Rural Residential	55.0	135.9	40%
Roadway	-	-	-	Roadway	3.4	8.4	.25%
Reserve Land	8.5	21.0	.59%	Reserve Land	8.5	21.0	0.6%
	1417.5	3502.0	100.0%		1356.5	3350.6	100.0%

[1]Includes all lands within Area Structure Plan boundaries except the Urban Services Districts.

[2]For the annexed lands, equivalent Land Use Districts from the Edmonton Land Use Bylaw were used.